

VIEWPOINT

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Rants & Raves

Got something to say?

Email the Hometown Rants & Raves at

brevnews@hometownnewsol.com

or call (321) 242-1276.

Contributors are asked to refrain from making libelous statements.

Berry pickers

This is a problem for the wildlife in our neighborhoods that eat the seeds and bees that keep everything alive.

These people trample through woods with no regard to what they are walking on. It's a disgrace and should be not allowed.

We are inviting strangers in our neighborhoods. Nothing better then looking out your back yard to see men with machetes going through the woods. They litter, destroy turtle mounds and who know what else.

You are no longer allowed to buy permits to pick on state land. I think the city should follow suit in this matter.

Thank you.

Can bicyclers sometimes ride in the center of the lane like a car?

There was a post in the *Hometown News* of Aug. 11 suggesting that bicycle owners be required to pay for license plates, similar to vehicles.

From the text, it is unclear whether the writer is annoyed the road must be shared with un-motorized, two-wheelers or if he doesn't think it's fair they don't contribute to the expenses of road maintenance, and especially bicycle lanes.

I question whether he/she is aware of Florida laws. By law, unless there is a bicycle lane available, bicyclists are supposed to use a vehicle lane and are encouraged to ride near the center of the lane to avoid side swipe collisions. i.e., bicycle lanes are more beneficial to motorists than bicyclists.

Regarding licensing, it would probably cost more to administer licensing

bicycles than the revenue derived. Also, although I'm not aware of any studies, it is likely the vast majority of bicycle owners legally own and operate vehicles - and do not operate their bicycle and vehicle at the same time.

I ride for exercise. If I'm required to license my bicycle, shouldn't I also have a license plate for my tush when I walk for exercise? Should the plate be mounted above or beneath my "Wide Load" plate?

I got to ride with one of 'them'

I know there has been enough written about drivers not using their directionals, and drivers texting and talking on the phone, but here is what drives me crazy.

I come from a school system where high school students were taught Drivers Education. Drivers Ed. taught me to parallel park, use my directionals, do a three-point turn and what the left and right lanes are used for.

I always wondered what was going through the minds of people who stay or go slow in the LEFT lane; the lane they call THE PASSING LANE. It is also used when you are going to make a left-hand turn but within yards, not miles.

Do these people ever look in their rear-view mirrors and see anywhere from five to 20 cars behind them while cars are passing them on the right? Do they realize they cause accidents?

Well, the other day I road with "one of them." She was a new date and she chose to drive. On our way to Melbourne from Rockledge, on Highway 1, she drove and stayed in the left lane.

After watching the cars build up behind us to about a dozen cars started passing us in the right lane, I asked her

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Dynamic gestures



Alex Schierholtz/staff photographer

Tattoo artist Joe Hennessy of Satellite Beach draws a sketch during a Cosplayers & Artists Party on Aug. 18 at Viera Comics, 7640 N. Wickham Road, Suite 108.

A broken system

For several weeks you have been exposed to numerous articles about local nonprofit organizations. On Aug. 15, 2017, 15 different Brevard nonprofits competed for \$408,160 in Community Based Organization funding, a small publicly-supported amount being eliminated during the next five years by Brevard County commissioners.

Overseeing the review and ranking of applications was the Community Action Board, a volunteer panel of 15 members that makes funding recommendations to the Housing and Human Services Department for ultimate approval by the commissioners. Several writers have commented on the system and, after observing the process today, I agree that it is broken.

The applicants this year submitted 19 programs requesting a total of \$1,032,337.44. The CAB first discussed funding a certain number of candidates at 70 percent of their request. Someone objected and asked to look at 60 percent funding, but the louder voices claimed it was thinning things out too much and demanded a return to 70 percent.

One CAB member pointed out that



HELPING SENIORS OF BREVARD
JOE STECKLER

all 15 applicants had passed the eligibility process and deserved some funding. Discussion continued with many panel members agreeing that "some funding was better than no funding" for most of the competing organizations. This caused the chair to rescind his initial motions and open the floor for discussion.

Most applicants supported the concept that ANY funding beats no funding. They argued that there was a minimal point spread among applications (13 points high to low) and that all the causes were worthwhile. Several organizations reasoned that funding all programs, even at drastically reduced levels, would increase the amount and diversity of services in the county.

The CAB entertained this idea until

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CIRCULATION AUDIT BY



BEACHES

Rants

From page 6

“Don’t you think you should move over to the right lane and let those cars go by?”

She said, “I am going the speed limit. If they want to go faster, they can pass me on the right.” Wow, I never dated her again because I think people who think like that have something missing upstairs or they are too old to drive.

When I drove a fire engine for the New York Fire Department for 28 years, they were the ones who always jammed me up from getting to my emergency.

Oh, and if you do change lanes, try using your directionals.

Let your ‘steam’ out

In response to the rave about bicycles needing license plates ... are you serious? So, you are, in fact, saying that because we cycle throughout the community, we don’t pay any kind of taxes?

Listen, maybe you need to get on a bicycle and ride off some of that low-brain energy that you are feeling. You have infuriated me and my fellow cyclists. Maybe I should put a rant and rave in on how you low-life people drive ... almost knocking us off the road and honking and cursing at us. It goes both ways.

Maybe that is why the bike lane is there now because of you radicalist drivers.

Because I cycle, I don’t pay any kind of taxes to improve the roads ... really? Come on, you must have something better to complain about. Just because you

can’t fit into the skin-tight pants, don’t take it out on us.

You are another example of “complain, complain.” Waawaawaa.

Really, you might want to consider some form of exercise, just to let your excessive steam out.

Lane hogs

The “WAKE UP and read this” rant explained why cars need to stop at the white line so they activate the signal. There are additional reasons why cars need to group together while waiting at intersections.

Cars leaving two-car lengths between their vehicle and the next are also very disrespectful to the cars behind them. When fewer cars can enter a turning lane, others have to wait through more

than one cycle before they can proceed through the intersection. When cars are spaced far apart as the light turns, fewer cars can make it through the light.

Many of the drivers who are hogging the lanes are texting or using that space as their office.

I watched one gal sitting way back from the white line in the right, left turning lane. When her light was green, she sat there while three cars in the left, left lane proceeded through the light. When she finally looked up and pulled up to the white line, her light was red. Think about how this inconveniences so many people.

Lane hogging causes more traffic backups. It causes people to be sitting in traffic instead of being at their jobs being productive or being home with their families.

Joe

From page 6

one applicant threatened a formal protest if his funding was reduced in order to fund everyone. The CAB members appeared anxious at this threat, especially after the staff of Housing and Human Services read in great detail what an appeals process would entail and the time it would take. Consequently, the chair insisted the vote be returned to consider funding at 70 percent, which was ultimately approved.

The final result of the proceedings was

that the CAB determined the No. 1 need in the county was not hunger, homelessness, senior issues, abuse or additions, but a bus system for one charter school in Cocoa, which received \$42,000 (10.2 percent) of all CBO funding. This is spite of the fact that (1) we just voted a ½ cent sales tax specifically to address the needs of schoolchildren throughout the county and (2) charter schools are already reimbursed by Brevard Public Schools for transportation.

The No. 2 need ranked by the CAB was the Central Brevard Sharing Center, which serves the area between Port St. John and the Pineda Causeway. Since this

organization does not serve North Brevard or South Brevard, two-thirds of the folks in the county do not benefit from a program supported by everyone’s tax dollars.

Of the 15 CBO applicants, only two serve the overall needs of Brevard’s 250,000 seniors, a group that makes up half of the county’s population. These two organizations, Aging Matters and Helping Seniors of Brevard, were voted zero funding for three separate programs. So seniors, who pay (and have paid!) the bulk of taxes in the county and who help fund an under 18 population that is smaller than our 65-plus population, are shut

out of vitally needed services. Why?

Because it is more important, so it seems, to provide bus transportation for one charter school in Cocoa and a food bank that excludes North and South Brevard. So, what do you think? Is the system broken?

Joe Steckler is the President of Helping Seniors of Brevard, a non profit organization designed to advocate, educate, and fundraise on behalf of Brevard’s senior citizens. Feel free to contact us at info@helpingseniorsofbrevard.org or by calling (321) 473-7770.



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