

LEAGUE OF AMERICAN BICYCLISTS

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Working for a Bicycle Friendly America

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The League of American Bicyclists

OUR MISSION

To promote bicycling for fun, fitness and transportation and work through advocacy and education for a bicycle-friendly America.

We do this by representing the interests of the nation's 57 million cyclists. With a current membership of 300,000 affiliated cyclists, including 40,000 individuals and 600 affiliated organizations, the League works to bring better bicycling to your community.

If you care about bicycling, [become a League member today](#).

A PROUD AND RICH HISTORY

The League was founded as the League of American Wheelmen in 1880. Bicyclists, known then as "wheelmen", were challenged by rutted roads of gravel and dirt and faced antagonism from horsemen, wagon drivers, and pedestrians.

In an effort to improve riding conditions so they might better enjoy their newly discovered sport, more than 100,000 cyclists from across the United States joined the League to advocate for paved roads. The success of the League in its first advocacy efforts ultimately led to our national highway system.

Read more about the [League's history](#) here.

THE LEAGUE'S KEY PROGRAMS

Bicycle Friendly Communities Program

Changing the look of America, town by town, city by city, by encouraging communities to provide better facilities for cyclists and publicly rewarding them for doing so. [More](#).

Bicycle Safety and Education

Providing materials and training courses to help people feel more secure about getting on their bikes. [More](#).

National, State and Local Bicycle Advocacy

Leadership at the national, state and local levels. [More](#).

National Bike Month™

National sponsorship of Bike Month and Bike to Work Day. [More](#).

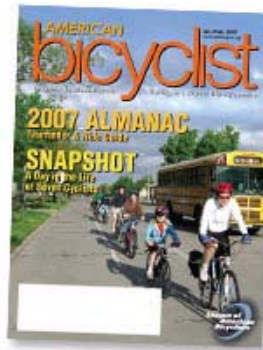
THE LEAGUE'S PEOPLE

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American Bicyclist, the magazine. Find out the latest news, events and developments in the world of bicycling with the League's quarterly publication.

NEWS

Whether it's advocacy, events, community, or education, we've got the cycling headlines you want! [Get the News here](#).

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Working for a Bicycle Friendly America

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The History of the League of American Bicyclists

By Barbara Sturges, League Member

The League began as the League of American Wheelmen (LAW) in 1880, and was responsible for defending the rights of cyclists from its start. The League of American Wheelmen is credited with getting paved roads in this country before the reign of the automobile.

By 1898, the League of American Wheelmen had more than 102,000 members including the Wright Brothers, Diamond Jim Brady, and John D Rockefeller! The League has had its ups and downs --- it actually ceased to exist on two occasions, but was resurrected each time. Since its most recent revival in 1965, the League (renamed the League of American Bicyclists in 1994) has focused its programs on education in addition to advocacy.

The League's Bicycle Friendly Community program recognizes communities nationwide that support the five E's of bicycling -- education, enforcement, engineering, evaluation and encouragement.

The League's BikeEd program offers the only nationwide instructor certification program. More than 200 new League Cycling Instructors (LCI) were certified in 2005. The League's BikeEd program teaches riders to feel comfortable riding on the road, in addition to bike fit and maintenance.

The League proclaims National Bike Month each May -- this is the 50th year -- and offers posters and "how to" kits on planning events for Bike to Work week and/or day.

The League's magazine, *American Bicyclist*, and website offer information on clubs, rides, classes, as well as fact sheets on topics like group riding, why to ride on the right, how drivers should share the road with bicycles, and many other timely subjects.

The League's 1997 move to Washington, D.C., facilitated working with the government. In 2006, the sixth annual Bike Summit will be held with more than 300 participants. Bicycle advocates, industry executives, and educators use the Summit as a chance to meet with elected officials about supporting legislation to help bicycling, and to network with each other. Attendees from Texas have convinced Senator Kay Bailey Hutchison to co-chair the new Senate Bike Caucus!

Other legislation on which the League has worked recently include a "Conserve by Bike" amendment to the energy bill and the Bike Commuter Act that would extend the transportation fringe benefit in the tax code to bicycle commuters.

The League has advised the National Highway Traffic Safety

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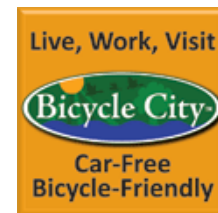
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SEARCH

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Administration (NHTSA) on rumble strip design and is working to reduce fees charged to bring bikes on domestic flights.

The League offers members a quarterly magazine and discounts on travel arrangements and at bike shops, and a subscription to *Bicycling* magazine! Member clubs receive promotion of their events and the opportunity for insurance coverage.

The League is working to make this country better for bicycling. Lance Armstrong has said, "I am proud to be a member of the League of American Bicyclists.... the more that people are biking, the more influence cyclists will have on improving conditions, and the more likely there will be other American Tour de France champions."

To join the League or for any questions, call 202-822-1333 or write bikeleague@bikeleague.org.

League of American Bicyclists, 1612 K Street NW, Suite 800, Washington, DC 20006. 202-822-1333 bikeleague@bikeleague.org
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Working for a Bicycle Friendly America

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Our Board of Directors



Amanda Eichstaedt, Chair, Region 6

Innkeeper, Bear Valley Inn
Olema, CA

amandaeichstaedt@bikeleague.org

Eichstaedt's primary focus as a board member is to champion bicyclists' rights. She chairs the National Legal Defense

Committee comprised of experts in legal and technical aspects of cycling, vehicle code and engineering. She is a League Cycling Instructor and has taught hundreds of adults and children cycling skills. A former bicycle retailer and City Transportation Coordinator, she has a background in Organization Development and extensive experience serving on local, regional, and national boards and bicycle advisory committees.



Hans van Naerssen, Vice-Chair Member at Large

Wayne, PA

hansvannaerssen@bikeleague.org

For more than 30 years, van Naerssen was manager and executive at Unisys, receiving numerous excellence awards

including top corporate award three times. When he retired in 2004, Hans was partner of a \$15 million management consulting practice, and the first employee to bike commute to headquarters. He is applying those executive and managerial skills to get safe, convenient access for bicyclists at the township, county, regional, state and now national level. Hans is Board President of the Bicycle Coalition of Greater Philadelphia, member of the regional transportation planning citizen's committee, a governor's appointee to the Pennsylvania Pedestrian and Pedalcycle Advisory Committee, and now Vice Chair of the League – all to help address bicyclist issues.



Bill Hoffman, Region 2

billhoffman@bikeleague.org

Bill was elected to the Board in January, 2008, but this is his third tenure on the Board. He served from 1974-1982 (different region) and filled an unexpired term in 2001. He has been an active cyclist all his life except for his college

years, and has been involved in cycling advocacy since 1972, having held local, state, and national offices in this effort. Bill's 37 years as a League member provides a historical perspective that few people in the League possess. He is also one of the most senior LCIs still active (certificate #33) and served on and

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- > [Next Board Meeting](#)
- > [Board Meeting Minutes](#)

REGIONS OF THE LEAGUE

Region 1: CT, MA, ME, NH, NY, RI, and VT

Region 2: DC, DE, MD, NJ, PA, and WV

Region 3: AL, FL, GA, KY, MS, NC, PR, SC, TN, and VA

Region 4: IL, IN, MI, and OH

Region 5: AR, AZ, CO, IA, KS, LA, MN, MO, MT, NE, ND, NM, OK, SD, TX, UT, WI, and WY

Region 6: AK, CA, HI, ID, NV, OR, and WA



American Bicyclist. Find out the latest news, events and developments in the world of bicycling with the League's quarterly publication.

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NEWS

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chaired the Education Committee at the time the most recent restructuring occurred.



Gary Brustin,
At Large Executive Committee,
At Large Board Member

Cycling Attorney
Beverly Hills, CA
garybrustin@bikeleague.org

Brustin has been an avid cyclist for more than 45 years. His first road bike was a Schwinn Varsity eight speed. Fortunately, he's upgraded his equipment over the years and rides at least three times a week. He graduated from the University of Southern California in 1971, and earned his law degree at Hastings College of the Law in 1975. His passion for cycling has also shaped his professional career. Approximately 15 years ago he decided to transform his law practice from general personal injury cases to a specialized cycling practice. Today his entire caseload involves cycling related matters. In his spare time, he acts as a volunteer attorney for various racing clubs and advocacy organizations. He also serves on the Board of Directors of the California Bike Coalition, the Silicon Valley Bicycle Coalition, and the Sacramento Area Bicycle Advocates Advisory Committee. He can be reached at 800-841-2453 or Bicyclelawyer.com.



John Allen, Region 1

Author, *Street Smarts*
Waltham, MA
johnallen@bikeleague.org

Allen enjoys many types of riding including: utility, recreational and touring. He has authored the following books about bicycling: *The Complete*

Book of Bicycle Commuting, 1981; *Bicycling Street Smarts*, 1987 co-author; *Sutherland's Handbook for Bicycle Mechanics* since 1981; and updated *Glenn's New Complete Bicycle Manual*, 1986. John is the former contributing editor of *Bicycling*, *Bike Tech* and *Bicycle Guide* magazines and has been a League Cycling Instructor since 1982. Since 1977, he has been a member of Massachusetts Bicycle Coalition, serving as president from 1989-1991 and currently resides on its Board of Directors. He is also a member of the Bicycle Technical Committee of the National Committee for Uniform Traffic Control Devices. He maintains the following websites: john-s-allen.com and bikexpert.com. Allen is a member of the League's Education Committee.



Harry Brull, Secretary, Region 5

Minneapolis, MN
harrybrull@bikeleague.org

Brull is serving his second term as Region 5 Director, now serving on the Executive Committee as Secretary. He has enjoyed the opportunity to get involved with bicycle advocacy at the local and national level. At the operational level, he has assisted in the League's reorganization. Currently, Brull is transitioning from his day job of more than 30 years as an industrial/organizational psychologist and spending time in his new home in Salida, Colo. (discovered on Ride the Rockies and

Bicycle Tour of Colorado). He has also managed to put a few miles on the bike. The last three years have included three tours across Colorado, three Death Rides, Paris-Brest-Paris and year-round commuting (in Minnesota). Brull is enjoying serving with his talented and dedicated colleagues on the League Board.



Lisa Falvy, At Large

Vice President,
Multi-Modal Products,
Sportworks Northwest, Inc.
Woodinville, WA
lisalvalvy@bikeleague.org



Mike Nix, At Large

Co-Owner
Liberty Bikes
Asheville, NC
mikenix@bikeleague.org

Nix has been riding since the early '70s, and became a League Cycling Instructor in 1981--#51! During the 1980s he

coached for the United States Cycling Federation. He and his wife have owned Liberty Bicycles in Asheville, N.C. for the past 16 years. He currently serves as first vice president of the National Bicycle Dealers Association.



Jim Sheehan, Region 4

Director,
Ohio City Bicycle Co-op
Shaker Heights, OH
jimsheehan@bikeleague.org

Since 2000, Sheehan has been the director of the Ohio City Bicycle Co-op, a non-profit which teaches bike repair and

riding skills in schools and at the shop in Cleveland. He first began advocating for cyclists after founding a bicycle courier service in 1988, working with local groups to present Bike to Work Days, Earn A Bike Programs, and events to promote a bike path along Lake Erie. He is a former trustee of the Ohio Bicycle Federation and currently a trustee of ClevelandBikes, while also a member of the Mayor's Bicycle and Pedestrian Advisory Committee and the Safe Routes to School planning coalition.



Tim Young, At Large

Executive Director,
Friends of Pathways
Jackson, WY
timyoung@bikeleague.org

Young is currently the Executive Director of Friends of Pathways, a bicycle advocacy organization based in Jackson,

Wyo. He was previously the Pathways Director for Teton County and the Town of Jackson from 1992-2002, where he managed the development of the first pathways and initiated programs for bicycle friendly complete streets and trails programs to enhance national forest trail systems for mountain bikes. From 2002 until 2006, Young worked as an Assistant Regional Director for the National Parks Conservation Association, working on a range of

conservation programs, including co-leading NPCA's transportation efforts on bicycling and alternative transportation in the National Park System and locally on the Grand Teton National Park Transportation Plan project.



Bruce Rosar, Region 3

brucerosar@bikeleague.org

Rosar is in his first term as a Board member, representing Region 3. As a League Cycling Instructor, Bruce has taught BikeEd Road I at League rallies in Pennsylvania, Tennessee and N.C., and now offers BikeEd courses and cycling

seminars in the Triangle area of N.C. Rosar is past President, Vice President, and newsletter editor of the North Carolina Bicycle Club, and is currently that club's Education Officer. Bruce is a member of the Board of Directors for the NC Active Transportation Alliance, a founding member of the North Carolina Coalition for Bicycle Driving, president of Triangle Roadway Bicycling, and a member of the CAMPO Bicycle/Pedestrian Stakeholders Group. Formerly, Rosar was Secretary/Treasurer of the Carolina Canoe Club. His professional level skills and experience include developing and supporting computer software systems.

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The Bicycle Friendly Communities Campaign is an awards program that recognizes municipalities that actively support bicycling. A Bicycle-Friendly Community provides safe accommodation for cycling and encourages its residents to bike for transportation and recreation. To view an overview presentation on the program, [click here](#).

Benefits

Encouraging bicycling is a simple way towards improving public health. With more people bicycling, communities experience reduced traffic demands, improved air quality and greater physical fitness. In addition, bicycle-friendly towns are often seen as places with a high quality of life. This can translate into increased property values, business growth and increased tourism.

How to Apply

There are two steps to apply for Bicycle Friendly Community status:

First, complete and submit Part 1 of the application. After a review of your general community profile, the League will inform you if you have met some of the basic criteria required.

Part 2 is a detailed audit of the engineering, education, encouragement, enforcement and evaluation efforts in your municipality. This comprehensive inquiry is designed to yield a holistic picture of your community's work to promote bicycling. Technical assistance for completing Part 2 is available.

"You and other bicyclists in the community can bring this program, particularly the application, to your mayor or county council to initiate positive change in your neighborhood. [Click here for more information...](#)

Award Determination

A committee reviews and scores the application and consults with local cyclists in your community. An award of platinum, gold, silver or bronze status is designated for four years. The League and technical assistance staff will continue to work with awardees and those communities that do not yet meet the criteria to encourage continual improvements. [Click here](#) to read how this is working for one community.

The League of American Bicyclists recognizes newly designated Bicycle Friendly Communities with an awards ceremony, a Bicycle-Friendly Community road sign, and a formal press announcement.

Renewing the Designation

You will complete a simple renewal form to compliment your original application so that the League of American Bicyclists can continue to recognize your progress. Renewals are due every four years after a community is designated or receives their renewal notice. The League will also require a short annual update. Award levels may change based on the renewal feedback.

About the League

The League of American Bicyclists promotes bicycling for fun, fitness and transportation and works through advocacy and education for a bicycle-friendly America. The League represents the interests of the nation's 57 million cyclists. With a current membership of 300,000 affiliated cyclists, including 40,000 individuals and 600 affiliated organizations, the League works to bring better bicycling to your community. If you care about bicycling, become a League member today.

[Read more about the League...](#)

APPLY

There are two steps to applying for Bicycle Friendly Community status.

- 1** First, complete and submit Part 1 of the Application [online](#). After a review of your general community profile, the League will inform you if you have met some of the basic criteria required.
- 2** Part 2 is a detailed audit of the engineering, education, encouragement, enforcement and evaluation efforts in your municipality. This comprehensive inquiry is designed to yield a holistic picture of your community's work to promote bicycling. Technical assistance for completing Part 2 is [available](#).

You and other bicyclists in the community can bring this program, particularly the application, to your mayor or county council to initiate positive change in your neighborhood.

[Click here for more information...](#)

To be included in the next review cycle and possibly join those communities earning the award, submit both Part 1 and Part 2 of the Bicycle Friendly Community application by August 15, 2008. There are two application deadlines per year, one in March and the other in August.

Bicycle Friendly Communities

What Are the 5 Es?

Becoming a Bicycle Friendly Community

Applicant communities are judged in five categories often referred to as the Five Es. These are Engineering, Education, Encouragement, Enforcement, and Evaluation & Planning. A community must demonstrate achievements in each of the five categories in order to be considered for an award. Communities with more significant achievements in these areas receive superior awards. Filling out the BFC application is an education in itself, as communities see where they are lacking in each of these categories.



ENGINEERING

Communities are asked about what is on the ground; what has been built to promote cycling in the community. For example, questions in this category inquire about the existence and content of a bicycle master plan, the accommodation of cyclists on public roads, and the existence of both well-designed bike lanes and multi-use paths in the community. Reviewers also look at the availability of secure bike parking and the condition and connectivity of both the off-road and on-road network.

EDUCATION

The questions in this category are designed to determine the amount of education there is available for both cyclists and motorists. Education includes teaching cyclists of all ages how to ride safely in any area for multi-use paths to congested city streets as well as teaching motorists how to share the road safely with cyclists. Some things that reviewers look at are the availability of cycling education for adults and children, the number of League Cycling Instructors in the community, and other ways that safety information is distributed to both cyclists and motorists in the community including bike maps, tip sheets, and as a part of driver's education manuals and courses.

ENCOURAGEMENT

This category concentrates on how the community promotes and encourages bicycling. This can be done through Bike Month and Bike to Work Week events as well as producing community bike maps, route finding signage, community bike rides, commuter incentive programs, and having a Safe Routes to School program. In addition, some questions focus on other things that have been built to promote cycling or a cycling culture such as off-road facilities, BMX parks, velodromes, and the existence of both road and mountain bicycling clubs.

ENFORCEMENT

The enforcement category contains questions that measure the connections between the cycling and law enforcement communities. Questions address whether or not the law enforcement community has a liaison with the cycling community, if there are bicycle divisions of the law enforcement or public safety communities, if the community uses targeted enforcement to encourage cyclists and motorists to share the road safely, and the existence of bicycling related laws such as those requiring helmet or the use of sidepaths.

EVALUATION & PLANNING

Here the community is judged on the systems that they have in place to evaluate current programs and plan for the future. Questions are focused on measuring the amount of cycling taking place in the community, the crash and fatality rates, and ways that the community works to improve these numbers. Communities are asked about whether or not they have a bike plan, how much of it has been implemented and what the next steps for improvement are.

Frequently Asked Questions

Why is it important for communities to strive to be bicycle-friendly?

Citizens in communities across America want to improve their quality of life. They want a less-stressful lifestyle, a cleaner environment, affordable transportation and better health for themselves and their children. Bicycling is part of the solution. Bicycle-friendly communities experience reduced traffic, better air, and improved public health. Bicycle-friendly towns, like those with good schools and vibrant downtowns, are communities that offer a good quality of life for families, which can lead to higher property values, business growth and increased tourism.

How do residents benefit from living in a bicycle-friendly community?

Our nation as a whole is experiencing alarming rates of obesity and overweight, due to sedentary living and poor diet, resulting in 300,000 deaths a year from related illnesses, such as heart disease, cancer, and diabetes. Overweight is the second leading cause of death after tobacco use in the country. Bicycling is one of the best exercises for the cardiovascular system and is very effective at reducing weight and keeping it off.

Bicycling is not only good for the body; it is also good for the mind. The feelings of accomplishment and relaxation that follow a bike ride, combined with the physical benefits, also lead to reduced stress levels, heightened self-esteem and self-confidence.

Bicycling gets you where you need to go, without burning fossil fuels, emitting pollutants, or increasing traffic congestion. It is the ultimate form of clean and efficient transportation. According to the 1995 Nationwide Personal Transportation Survey, 25% of all trips are made within a mile of the home, 40% of all trips are within two miles of the home, and 50% of the working population commutes five miles or less to work—all distances easily traveled by bike. Yet more than 82% of trips five miles or less are made by personal motor vehicle.

For most Americans, transportation is an expense second only to housing. The average American household devotes 18 cents out of every dollar it spends to getting around. In some metro areas, households are spending more on transportation than on shelter. The vast majority of that spending, 98% is for the purchase, operation, and maintenance of automobiles. Most American families spend more on driving than on health care, education or food. And the poorest families spend the most—sometimes more than one-third of their income goes to transportation. Poor people and low-income communities do not have sufficient transportation choices. Bicycling addresses these issues and provides an elegantly simple solution.

Why should my community get involved with the Bicycle Friendly Communities program?

Whether you feel your community is or is not bicycle friendly, you should be involved.

This program offers awards of national recognition for communities that already understand the benefits of bicycling by providing safe and plentiful bikeways for bicyclists, bicyclists access to safe and convenient bike parking, and encouragement and 'share the road' programs for non-cyclists.

If you don't feel your community is worthy of bicycle-friendly status, you should get involved anyway. The application process is a learning process. The questions are intended to educate just as much as they are to evaluate. By reviewing the questions on the application, you may find a solution to a problem your community experiences. The League offers technical assistance through the www.bicyclefriendlycommunity.org website as well as technical expertise through the Pedestrian and Bicycle Information Center.

If my community is designated a "Bicycle Friendly Community", won't this send the message that further improvements for bicycling aren't needed?

The League of American Bicyclists understands that no community is perfect, but some are more bicycle-friendly than others. Therefore the League awards communities by tier including, platinum, gold, silver, and bronze. The award recognizes the positive steps and helps identify the steps that need to be taken to

reach the next award level. Additionally, the award expires after four years. Communities must provide an update on their progress in order to maintain their award. The award will act as a catalyst for continued change.

How do I apply?

Access the [application](#) and [resources](#), and then seek the endorsement and assistance of local officials in completing the application.

Who should complete the application?

A city official responsible for bicycling issues usually completes the application. Much of the application can be completed by anyone familiar with what a community has done for bicycling, but the communities governing body must approve its final submission.

Is there an application or renewal fee?

No. Thanks to the generous support of the Bikes Belong Coalition, we are able to waive all application fees.

Does my community need to be doing everything on the application in order to receive the award?

No. The completed application provides a detailed picture of a community. Applications are scored and the awards determination is made on both the answers to the application and the feedback from local cyclists.

I need help completing the application, what should I do?

Review the great number of [resources](#) available online. If you cannot locate the answer to your question or the appropriate resource, please contact us at info@bicyclefriendlycommunity.org or call 202-822-1333.

How does the application process work?

The League of American Bicyclists reviews Part 1 of the application. If the application is incomplete or shows little commitment from the community to support bicycling, it will be returned to the applicant with comments and asked to be resubmitted.

Part 2 of the application is reviewed and scored by a committee selected to provide both a local and national perspective. If awarded, a designation of bronze, silver, gold or platinum will be made.

A press event is planned where a League representative presents the award to the community along with a certificate and a Bicycle Friendly Community road sign.

How does my community rank?

Find out if you live in a Bicycle Friendly Community by visiting the [Community Profiles](#) section of the website. If your community isn't listed, work to get them involved. Even if your community doesn't deserve an award, use the application to make improvements in your community by showing it to your municipal leaders.

Is “Bicycle Friendly Communities” connected to Bicycling Magazine’s “Ten Best Cities” articles?

While similar, the League’s Bicycle Friendly Community program and Bicycling Magazine’s articles on the best and worst cities for cycling are not connected. To view Bicycling Magazine’s most recent article click here: <http://www.bicyclinginfo.org/de/friendly.htm>



Bicycle Friendly Communities 2003

Enhancing Cities Through Cycling



Bicycle Friendly Communities 2003

Gold Level Communities

Portland, OR	2
Corvallis, OR	3
Palo Alto, CA	4

Silver Level Communities

Stanford University, CA	5
Denver, CO	6
Fort Collins, CO	6
Missoula, MT	7
Tempe, AZ	7
Folsom, CA	10
Santa Barbara, CA	10

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“Designations such as this are a source of pride for our community. This pride translates into momentum to continually improve the bicycling experience in Portland.”

City of Portland, OR

“Completing the application has allowed us to assess the strengths of the City’s commitment to bicycling and identified areas where we can improve our facilities or programs to encourage and promote bicycling.”

City of Palo Alto, CA

Bicycle-friendly communities are great places to live, work, and play. The 27 communities designated by the League of American Bicyclists in 2003 as bicycle-friendly have each made a significant investment in encouraging bicycling through engineering, education, encouragement, enforcement, and evaluation.

The case studies in this booklet amply demonstrate the creativity and commitment of city staff, bicycle groups,

and elected officials that go into improving conditions for bicyclists. The information also provides inspiration to communities wanting to become more bicycle-friendly.

The goal of the League’s Bicycle Friendly Community designation program is both to reward good work and spur communities on to do more. We have been heartened by the response to the program—cities receiving the awards want to know how to reach the next

level, as did most of the 34 applicants that did not achieve designation.

I invite you to discover the great work of these Bicycle Friendly Communities, and visit our website to find out more about how your community can encourage more people to ride their bikes.



Chris Kegel
President

League of
American Bicyclists

www.bicyclefriendlycommunity.org



Representatives of Palo Alto at the unveiling of their Bicycle Friendly Community sign.





Gold Level

Population: 529,121

In a little over a decade, the City of Portland has doubled bicycle use without increasing the number of bicycle/motor vehicles crashes.

Portland's comprehensive strategy encompassing engineering, education, enforcement, encouragement and evaluation has created a seamless bicycle network and a consistently growing presence of new cyclists on the street. The city works with numerous community groups, including the influential Bicycle Transportation Alliance (BTA), to effectively integrate cycling into the everyday fabric of city life.

In 2003, the Portland bicycle network grew to over 240 miles with the opening of a 3-mile extension to the City's award-winning Eastbank Esplanade. More than one-quarter of the city's arterial streets have striped bike lanes or shoulders, and bicycle access is fully integrated into the city's light rail and bus system. Bicycle parking is provided at all government

buildings, transit stations, recreation centers, and libraries and at most offices and retail centers. A \$12 million investment to improve bicycle access and safety across the Willamette River bridges has resulted in a 130% increase in bicycle trips on the bridges.

Motorists and bicyclists are educated to share the road with distribution each year of more than 60,000 safety brochures and 40,000 maps with safety information. Community bicycle groups offer a variety of training for adults and children, and the City's Summer Cycle Tours—short, neighborhood rides aimed at novice cyclists and newcomers to Portland— attract 300 new riders each year. Promotion programs include the spectacular Providence Bridge Pedal (17,000 riders criss-crossing the Willamette River bridges)

in August, the BTAs Bike Commute Challenge in September, when more than 250 employers encourage 3,000 employees to get on their bikes, and the Worst Day of the Year ride (February 8) when hundreds of hardy souls show that even in the winter months riding can be fun.

Portland's remarkable success story has not happened by accident. Political leadership, dedicated city staff, a comprehensive bicycle plan, an active bicycle advisory committee and an highly effective advocacy organization have combined to create one of the nation's most bicycle-friendly communities.



The Eastbank Esplanade improves access along the Willamette River and provides a popular downtown loop for bicyclists, walkers and runners.

Gold Level

Population: 52,450

Corvallis boasts the highest level of bicycle use in Oregon with 7.5 percent of journeys to work made by bike, according to the 2000 Census.



Facilities for bicycling in Corvallis are comprehensive. More than half of city streets have striped bike lanes, including 95 percent of major roads, and there are 16 miles of off-street, multi-use paths. All bike lanes are swept every ten days, except during the Fall Leaf Collection Program (November/December) when they are swept daily. All bike lane markings are redone annually, and pot hole patching and other problems are responded to as quickly as possible. A private contractor sweeps multi-use paths 18 times a year.

Six out of ten residents used the city's extensive bike network in 2003 and 93% rated the facilities as "good" or "excellent", up from 91% the year before.

Bike parking racks are located throughout the community to facilitate the use of bicycles

as a viable mode of transportation. The Land Development Code requires all new businesses, apartment buildings, schools, offices, etc., to install bike racks in proportion to the motor vehicle parking spaces required for the development. In addition, 50% of the required bicycle parking spaces must be covered.

Education and enforcement programs are strong. The police department participates in city and OSU bicycle commission meetings and has developed numerous safety materials for distribution to the public. There are 15

trained bicycle patrol officers and a fleet of six bikes— targeted enforcement programs include preventing bicycle riding on downtown sidewalks and cars parking in bike lanes during football games.

An active bicycle community supports the work of City government. Local bicyclists serve on the Bicycle and Pedestrian Advisory Commission. The Mid-Valley Bike Club and Bicycle Transportation Alliance organize numerous rides and events throughout the year, and support educational programs.



Redevelopment of the city's waterfront includes this new multi-use path.



Gold Level

Population: 61,200

Palo Alto's designation as a Bicycle Friendly Community is testimony to a 30-year commitment to improving conditions for bicyclists.

Since the 1970's, Palo Alto's city code has required bicycle parking in new office and multi-unit residential buildings. Showers and changing lockers are a requirement for new commercial developments, and a local ordinance even requires that drive-in facilities provide full access to pedestrians and bicyclists.

The city has more than 30 miles of streets with bike lanes—including 50 percent of arterial streets—and an additional 8 miles of multi-use path. In the 1980's the city pioneered the "bicycle boulevard" by prioritizing through bicycle traffic along a local street paralleling two major roads, and the facility is now named in honor of its original champion, former City Councilor Ellen Fletcher.

Maintenance of the bikeway network is a priority. Bike lanes and shoulders are swept weekly and paths are swept once every month. A 1991 memorandum sets high standards for utility trenching and all other aspects of street repair and maintenance to ensure a safe riding surface.

Bicycle education is delivered to students in all elementary and middle schools. A part-time coordinator organizes a curriculum for third, fifth and sixth grade students. Opportunities for adult education are growing through the "Street Skills for Cyclists" course developed by local League Cycling Instructors. The four-hour class is being offered at least six times a year and can be combined with on-road training.

Making the Transit Connection

Combining bicycling and transit is about as easy as it gets in for people in Palo Alto and Stanford. All Valley Transit Authority and Samtrans buses serving the area have bike racks that carry two bikes. One to two bikes may be brought on board if the racks are full, at the discretion of the driver.

The Caltrain commuter rail system, operating 76 trains each weekday between San Francisco and San Jose, serves the Palo Alto train station. There is one bike car on each train that can accommodate a minimum of 32 bikes. Selected trains have two bike cars and can accommodate 64 bikes.



Silver Level

Population: 35,000

Bicycling isn't just for fun at Stanford University. With 12,000 bicycles on campus and more than 20% of staff getting to work by bike, it's essential.



Stanford University's campus maps show the 32 miles of bike lane (on a 46-mile network of roads), extensive bike parking lockers, and showers and clothing lockers. The Administration has given away 4,500 red, blinking LED rear lights as part of a "Obey the Law and Light Up" campaign.

Safety is critical with the huge volume of cyclists on and around campus. A newly formed Bicycle Safety Committee is coordinating a weekly safety clinic, a bicycle safety road show that visits student residences, and Sprocket Man, the bicycle safety superhero. Even the daily campus newspaper features bicycle safety adverts and comic strips.

The Stanford Commute Club, founded in 2002, quickly attracted 3,400 members—in part because people NOT

driving on to campus are eligible for Clean Air Cash rewards of up to \$160 a year and other incentives.

Stanford University is one of only a handful of University campuses with a dedicated bicycle program coordinator. The coordinator works closely with neighboring jurisdictions to ensure a seamless transportation network for bicyclists.



Bicycle parking outside the William Gates Computer Science building.

At the train station, riders can use the Bikestation Palo Alto. Opened in 1999, the Bikestation provides staffed valet bicycle parking and free bicycle parking for commuters using the transit center. The Bikestation also rents and repairs bicycles, offers bicycle maps and accessories and provides area transit schedules, routes and maps. The Bikestation has parked 12,970 bicycles, at an average of 40 bicycles per day.



Above: Palo Alto's Bikestation offers refreshments and parking for riders as well as their bikes.

Left: A commuter boards the Caltrain commuter train bound for San Francisco.



Silver Level

Innovative signage and street markings—including the “Denver Arrow”—have established the city as a leader in encouraging bicycle use.

The reasons for NOT riding in Fort Collins are rapidly disappearing.

Denver, Colorado

Population: 554,636

Denver boasts one of the nation’s premier urban trail networks: an 85-mile system of multi-use paths providing convenient, direct access to many parts of the city (including downtown). The Cherry Creek, Platte River, and other key paths have been upgraded to improve access and surface quality, reduce user conflict, and provide better signing and lighting. The paths are swept weekly.

A 250-mile on-street bike route network and a growing system of downtown bike lanes complement the city’s pathway network. Innovative signage and street markings have established the city as a leader in encouraging bicycle use, as have annual events such as Bike to Work Day and the Moonlight Classic Bike Ride.

Emergency Medical Technicians in Denver pioneered the use of bicycles for quick response teams at major public events as early as 1991.

Fort Collins, Colorado

Population: 118,652

A comprehensive package of initiatives to make it easy to get on your bike is provided by SmartTrips™, the city’s alternative transportation program. They can:

- lend you a bike from its Freewheelers program (40 organizations currently involved)
- set you up with a Commuter Coach (235 participants from 13 organizations) to show you the ropes
- show you where to ride with a comprehensive bike map, updated every two years and available on-line

- teach you and your kids to ride and to wear a helmet (750 kids were taught with the Bike Rodeo Kit and every third grade student learns about helmet safety from the Strap ‘n Snap initiative)
- ensure bike lanes and trails are cleared during snowstorms, and give you bike information at a computerized kiosk in the downtown transit center.

More than 4 percent of trips to work are made by bike in the city. Riders can take advantage of the 143 miles of bike lanes, 27 miles of trail, and 25 miles of signed bike routes—all maintained on a 14-day cycle. The city has installed 350 bike parking racks around the city.



Denver’s innovative bike arrow is being used in many cities to help motorists and bicyclists share the road.

Silver Level

Missoula may not have a formal policy on designing streets to accommodate bicyclists, but still makes it happen.

The city of Tempe boasts the highest percentage of bicycle commuters in Arizona (more than 5% of residents).

Missoula, Montana

Population: 57,053

A 1996 commitment to include bike lanes and routes on Missoula’s arterial and collector streets has resulted in two arterial streets and a major bridge being rebuilt with bike lanes. More than half of major roads now have bike lanes.

An average of 85 bicycle parking racks have been installed each year for several years. City Hall has a unique covered bicycle parking area, and six large metal bicycles, each capable of holding up to four bikes, have been installed in high-visibility locations downtown. The City has adopted bicycle parking standards for selected commercial and residential development zones and is considering bicycle parking requirements for new development.

Acceptance of cyclists in Missoula has been eased thanks to a multi-media

outreach campaign and an effective education program in schools. The city has run “Share the Road” TV spots and in the late 1990’s more than 5,000 residents signed a Share the Road pledge. Bicycle and pedestrian safety, including on-bike instruction, is delivered in all public schools from kindergarten through grade 5.

Tempe, Arizona

Population: 158,625

The annual Tour de Tempe bike ride, a leisurely 12-mile tour, educates residents about the city’s bikeway network, which now extends for 125 miles of on- and off-street lanes, paths and routes. In recent years, significant capital improvement projects have built bicycle and pedestrian bridges across US 60, and extended local bikeways along key corridors.

Missoula’s unique bicycle parking racks.



How the Bicycle Friendly Community Program Works

The Bicycle Friendly Community program, established by the League of American Bicyclists, recognizes communities for their commitment to improving conditions for bicyclists. Communities are encouraged to complete a detailed application form that documents their progress in the fields of engineering, education, encouragement, enforcement, and evaluation/planning.

Applications are reviewed twice yearly by League staff, an external reviewer, and local cyclists. Designations, which are good for two years, are made in one of four categories: Platinum, Gold, Silver, and Bronze. An honorable mention recognizes notable achievement by a community in one of the five categories.

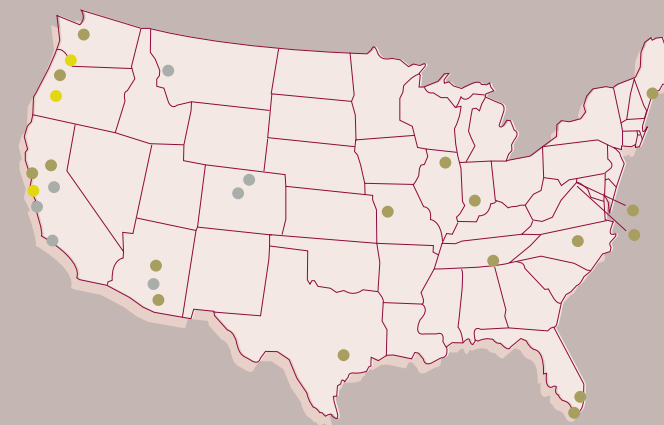
Recipients are presented with a distinctive BFC road

sign and plaque. All applicants are given feedback on how they can improve conditions for bicycling in their community. Designated communities may submit applications to upgrade their status after two years. Unsuccessful applicants are encouraged to re-apply after one year.

The on-line application form is available at our website (listed below) or by calling the League at 202-822-1333.

www.bicyclefriendlycommunity.org

Where Are the Communities?



Communities earning the Bicycle Friendly Communities award in 2003, see <http://www.bicyclefriendlycommunities.org> for a complete list.

Legend

- Gold
- Silver
- Bronze

Mayors Action Plan for Bicycle Friendly Communities

The League of American Bicyclists is working with the European-based Velo Mondial to gather the signatures of Mayors committed to adopting and implementing an action Plan for Bicycle Friendly Communities. The project was initiated with an International Symposium at the World Bank in March 2004.



US Conference of Mayors Resolution

The Mayors attending the 71st annual meeting of the U.S. Conference of Mayors in Denver, June 5-9, adopted a resolution promoting the development of bicycle friendly communities. Santa Barbara Mayor Marty Blum introduced the resolution, which was then adopted by the full Conference on Monday, June 8. See <http://www.mayors.org/71stAnnualMeeting/resolutions2003.pdf> for details on the resolution.

Thanks to Our Supporters

The Bicycle Friendly Community program has benefited from the support of the Robert Wood Johnson Foundation (RWJF) and the Bikes Belong Coalition. RWJF funded the program development necessary for the 2003 awards and Bikes Belong Coalition funding is supporting expansion of the program in 2003 and 2004. The Federal Highway Administration supported the International Symposium on Bicycle Friendly Communities, March 4, 2004. The League has also enjoyed working with the Pedestrian and Bicycle Information Center and Velo Mondial to make the program possible.



BFC Policy Project

The BFC program has identified a number of specific policy and program areas that have the potential to significantly improve the bicycle-friendliness of communities. Through a partnership with the Bikes Belong Coalition, the BFC program is funding targeted implementation of those policies in selected communities.



Representatives of Palo Alto at the unveiling of their Bicycle Friendly Community sign.



Silver Level

Folsom has a bikeway network comprising 59 miles of bike lanes and 31 miles of trail.

City staff attributes the rise to a renewed commitment to bicycling, a long-term plan, and the active support of the Santa Barbara Bicycle Coalition.

Folsom, California Population: 57,200

Details matter in the city of Folsom, situated 25-miles east of Sacramento. Ninety-five percent of major roads have bicycle facilities on them. In 2003 the city adopted an ambitious Bikeway Master Plan to extend the network and close gaps in the system.

City staff is adjusting traffic signal timings to better accommodate bicyclists, adding loop detectors in the bike lanes as they approach signalized intersections, and widening bike lanes by narrowing motor vehicle travel lanes. A quarterly bike ride with city staff and local cyclists identifies needed improvements. One such ride identified the lack of bike parking in the historic downtown—so racks have been installed.

Folsom's commitment to bicycling includes hiring a full-time bikeway coordinator, and securing \$3 million in grant funding to complete the 16-mile Humbug Willow Creek regional bikeway linking thousands of residents to major area employers.

Santa Barbara, CA Population: 92,325

Bicycling is definitely on the rise in Santa Barbara. Between 1990 and 2000 the percentage of trips to work by bike rose by ten percent

to 3.4% in the city of Santa Barbara despite declining rates in neighboring jurisdictions.

The city continues to add to the 42 miles of bike lane (67% of arterial streets have bike lanes or shoulders), 3 miles of trail, and ubiquitous bicycle parking facilities throughout the community. However, recent initiatives have also focused on education and encouragement programs. The city has actively supported Bike to Work Day since 1995, produced a "Decide to Ride" video for TV in 1999, and initiated a Safe Routes to School program in 2002.

In 2003, the city spearheaded a campaign to improve bicycle education opportunities. Eleven League Cycling Instructors were trained and certified, and work has begun on an instructional video for drivers to help them negotiate "difficult" situations involving bicyclists.



Looking for a parking space in Folsom.

Engineering

A Bicycle Friendly Community has streets and highways where bicyclists of all ages and levels of experience feel comfortable and safe riding on the road or trail. Bicyclists are part of traffic and the system—signs, signals and markings—works for them. Facilities are well maintained, and secure, convenient parking is available.

The fast growing Arizona Town of **Gilbert**, south east of Phoenix, has a longstanding policy of building its major streets with bike lanes. New developments must connect to others—an important factor in town that has grown from a population of 5,000 in 1980 to more than 140,000 in 2003. As a result, 100 percent of arterial streets have bike lanes.

The nearby **City of Mesa** regularly provides training for city staff on bicycle-related topics. Recent courses taught by national experts have included "The anatomy of bicycle crashes", and "Bicycle

and pedestrian level of... service". In addition to expanding the city's bikeway network to include 90 miles of bike lane and 4 miles of multi-use path, the city has installed three "bike rest areas" comprising shade, seating, water fountain, bike maintenance stand, and bike racks. The costs of each bike rest area were approximately \$35,000.

Arlington County, VA has a well-established 37-mile network of trails, many of which are lit. In recent years the city has adopted a plan to stripe bike lanes on 25 miles of arterial and collector streets, and 13 miles are already in place. The County initiated a Safe Routes to School program in 2000 and has since allocated \$1.9 million to make capital improvements.

Maintenance of bicycle facilities is a priority in the San Francisco Bay area

community of **Brentwood**. The city has 13 miles of bike lanes and 13 miles of trail and the network is swept every seven days. The **Village of Schaumburg, IL** has a mature network of 85-miles of off-street path and bikeway that requires regular maintenance. The Village has pioneered an Adopt-a-Bikepath program to involve local residents in keeping the system in good shape.

Bicycle Friendly Communities are always willing to innovate. The "Denver Arrow" street marking created by the city of Denver's bicycle planner has been taken up by the city of **Chattanooga** as it embarks on establishing a network of bicycle friendly streets. The City of Portland has pioneered the use of colored bike lane markings and numerous other creative solutions to local problems.

*Left: Mesa's bike lane network and bike week promotion
Below: Arlington's Mount Vernon Trail that accesses the airport.*

- Gilbert, AZ
- Mesa, AZ
- Arlington, VA
- Brentwood, CA
- Schaumburg, IL
- Chattanooga, TN



Education

A Bicycle Friendly Community teaches motorists and bicyclists of all ages to be respectful, safe road users. "Share the Road" isn't so much a request in a BFC, it's an expectation. From elementary school on people are taught to ride and operate a bike safely. As drivers they are taught and reminded to drive with respect for cyclists.

Seven hundred students in the **Folsom Cordova (CA)** School District sign a contract stating that students and parents understand, and will follow all safety rules and laws that apply to bicycle riding.

The **Presidio of San Francisco** YMCA provides Youth Bike Programs for the children of the Presidio and surrounding communities. Courses teach up to 60 students safe cycling skills and basic bike maintenance. This course offers trips within the Presidio and

culminates with a trip over the Golden Gate Bridge and back to San Francisco via ferry, a round trip of about 8 miles.

The South Florida community of **Boca Raton** has a Traffic and Bicycle Safety Educator. A comprehensive school based program teaches elementary and middle school children traffic safety through classroom instruction and on-bike skills. The city also offers bicycle safety rodeos and shows bicycle safety messages on local cable TV stations.

The **City of Palo Alto** spearheaded an adult bicycle education program in 2001 that offered a four-hour classroom class for adults based on the League of American Bicyclists Road I curriculum. The Street Skills for Cyclists course encouraged numerous riders to seek further training and will add to the cadre of League Cycling Instructors in the community. Bicycle safety and encouragement materials are included in the City of Palo Alto Utility Bill insert as part of a Citywide Traffic Safety Campaign.

Left: A breakout session at the Bicycle Education Leaders Conference help in Portland, OR.

Below: Peter Flucke leads a class on the Anatomy of Bicycle and Pedestrian Crashes in Mesa, AZ.

Folsom, CA
The Presidio of
San Francisco, CA
Boca Raton FL
Palo Alto, CA



Encouragement

A Bicycle Friendly Community actively encourages people to ride their bicycles for journeys to work, to visit friends, run errands, or to simply have fun and enjoy the community. A wide variety of public relations campaigns and incentive programs create a culture where bicycling is welcome and valued. City government sets an example.

Fifteen percent of town employees in **Gilbert, AZ** participate in the agency's trip reduction program, which includes monthly awards and prizes for people that ride to work. **City of Palo Alto, CA** employees who ride are provided a commuter benefit of \$20 per month – Palo Alto is part of the EPA's Commuter Choice Leadership Initiative.

Traditional encouragement programs feature bike to work events and large rides. More than 500 commuters in **College Station, TX** were rewarded with free lunchtime burritos as part of their Bike

Gilbert, AZ
Palo Alto, CA
College Station, TX
Washington, DC
Redmond, WA
Missoula, MT



To Work day celebrations, while a similar number of commuters gather at Freedom Plaza each year in **Washington, DC** for coffee, bagels and prize drawings.

The Washington Area Bicyclist Association and DC government team up each year for Bike DC, an event that attracts 10,000 riders for a 30-mile ride around the nation's capital on closed streets.

The self-styled Bicycle Capital of the Northwest, **Redmond, WA**, makes good use of its world-class Velodrome to introduce residents to the joys of cycling. The Marymoor Velodrome Association hosts training and racing programs for 5 to 18 year olds as well as track racing on Wednesday and Friday nights.

One thousand **Missoula**ns joined a new Way to Go Club in the first eight months of the program. They each signed a pledge to travel at least one day per week by bike (or walk, bus and carpool) and to turn in monthly mileage totals for their trips. A variety of incentives are offered to get people to sign up, and a monthly drawing offers a \$100 gift certificate as a prize.

Left: DC Mayor Anthony Williams addresses riders on a "50 state" ride within the District.

Below: Bike DC attracts 10,000 riders.



Enforcement

A Bicycle Friendly Community actively enforces traffic laws that relate to bicycle safety. Motorists and bicyclists are held accountable for their actions. Police officers and other public safety personnel regularly use bicycles.

The town of Brunswick, ME has a police department of just 37 officers—30 of whom have been trained and certified as bicycle patrol officers. Specific training is provided to our police officers regarding traffic law and bicyclists. Targeted enforcement campaigns are focused on Maine Street, where the greatest concentration of bicyclist-pedestrian-motorist conflicts occurs.

In the Kansas City area, **Shawnee, KS** has pioneered the use of bikes for public safety employees such as the fire department. Bicycles have greatly improved the ability of emergency response teams to reach remote or hard-to-reach areas.

The **College Station, TX** Police Service provides training to all its officers on bike laws when they go through the police academy. In addition, all of our full-time bike officers have been through police bike patrol training, which includes a block of instruction on bike laws for Texas.

The **Beaverton, OR** Police Department holds ten Bicycle Rodeos each year and 30 Bike Safety Workshops.

The Police Department has its own Bicycle Patrol and trains Bicycle Police Patrol officers from around the country. The Police Department also works with the schools and hospitals to educate the public and promote bicycle safety.

A unique collaboration between the **District of Columbia** and a local bicycle advocacy group (the Washington Area Bicyclist Association) has resulted in “the Safe Streets Campaign,” an annual event to educate cyclists, drivers, and pedestrians. The campaign centered on high crash intersections where volunteers handed out literature and police officers handed out low-fine tickets.

Brunswick, ME
Shawnee, KS
College Station, TX
Beaverton, OR
Washington, DC

Left: Artwork from the “Safe Streets” campaign in Washington, DC.

Middle: Police officers on bikes in Cary, NC.



Evaluation & Planning

A Bicycle Friendly Community has a vision of what it wants to be for bicycling, and a plan for getting there that is implemented and regularly updated. Local area plans, comprehensive plans, and other plans help realize the vision. The city routinely collects data about bicycle use, safety, trends, and attitudes about bicycling.

The City of Bloomington, IN Alternative Transportation and Greenways System Plan (adopted in 2001) has an annual budget of \$500,000. In the 2002, the funding went to the design and construction of several priority bicycle projects in the plan. The city is developing a counting program to monitor use of the city’s bike lanes and trails.

Although few current businesses in the Florida community of **Boca Raton** have worksite bicycle parking, all future and existing businesses employing over 50 employees will be required to comply with an ordinance

Bloomington, IN
Boca Raton, FL
Cary, NC
Miami Beach, FL
Washington, DC
Arlington, VA

adopted in October 2002. One requirement of the ordinance is to have sheltered, secure bicycle storage.

The **Town of Cary, NC** is implementing land use plans to concentrate new growth into pedestrian and bike-oriented activity centers. Almost every home and place of employment lies within a half-mile of a multi-use path, and within a 3 to 6 mile bicycle ride of every employer in the Research Triangle Park. New residential developments are required to meet ‘connectivity’ standards to provide pedestrian connections to sidewalks and greenways.

The **City of Miami Beach, FL** has analyzed its bike/vehicle collisions to determine where repetitive problems areas exist. The city has taken stock of existing levels of use and determined that 15.5% (14,000) of city

residents commute daily by bicycle. An additional 3.5% (1,750) of non-resident employees commute by bicycle and/or bike and transit. About 0.25% (17,500) of tourists arrive/travel by bicycle annually—a figure they wish to increase.

The Metropolitan Washington Council of Governments reports that more than 25,000 bicycle trips per day were made in the **District of Columbia** in 1994. Between 1990 and 2000, the number of bicycle commuting trips by DC residents increased by 80 percent. Neighboring **Arlington County, VA** has adopted a master bike plan that will, when complete, ensure that more than 90% of households are located within a quarter mile of a designated bike facility.

Left: Cary cyclists enjoy connected developments.

Middle: Traffic calming on Palo Alto’s bicycle boulevard.

Right: Beaverton is implementing a network of planned facilities for bicyclists.



Resources

What can you do to make your community more Bicycle Friendly?



Organize a Bike Month event in your community or volunteer to help with an existing event. See: <http://www.bikemonth.org>

Conduct a Bicycle Friendly Community Workshop—these half-day workshops help community members understand the needs of bicyclists and options to improve conditions for bicyclists. Visit <http://www.bicyclefriendlycommunity.org>

Consider submitting a Bicycle Friendly Community application for your community. Completing the application is a good exercise to better

understand the various components that make up a Bicycle Friendly Community and evaluate your own community. <http://www.bicyclefriendlycommunity.org>

Encourage your Mayor to sign on to the Action Plan for Bicycle Friendly Communities. <http://www.bicyclefriendlycommunity.org/mayors.htm>

Bring bicycle safety education to your community—kids and adults can all benefit from education on how to ride safely. Find out more at <http://www.bikeleague.org/educenter>

Use the bikeability checklist in your neighborhood. The checklist can be found at <http://www.bicyclinginfo.org>

Visit these useful and informative websites:

<http://www.activelivingbydesign.org>

<http://www.thunderheadalliance.org>

<http://www.bikewalk.org>

<http://www.enhancements.org>

<http://www.nps.gov/rtea>

<http://www.ci.portland.or.us>

Ride your bike!

The Monon Trail – Re-shaping Communities in Indiana

The Rails to Trails Conservancy describes the Monon Trail, a 15-mile greenway extending from downtown Indianapolis north through the city of Carmel, as “a testament to the power of rail-trails to re-shape communities”. In the case of Indianapolis and Carmel, the claim appears amply justified. Although the two communities unsuccessfully applied to be designated a Bicycle Friendly Community, both received an honorary mention in recognition of the remarkable impact of the Monon Trail.

In Carmel, the greenway is the focus of bicycle training programs, safety initiatives and police bike patrols—even the city’s farmers market is located on the trail. A growing network of bicycle facilities radiates out from the trail.

The City of Indianapolis is also using the Monon as a catalyst for developing a 120-mile trail network and a 25-mile on-street bike lane system. In 2003, plans were announced for major trail hub in downtown Indianapolis that will indeed transform the city.

The \$9 million trail is enjoyed by almost one million users per year and is scheduled for expansion into neighboring Washington Township to the north in 2004.



The Monon Trail is helping cities become more bicycle-friendly.

Gold Level

Corvallis, Oregon
Population: 52,450

Palo Alto, California
Population: 61,200

Portland, Oregon
Population: 529,121

Silver Level

Denver, Colorado
Population: 554,636

Folsom, California
Population: 57,200

Fort Collins, Colorado
Population: 118,652

Missoula, Montana
Population: 57,053

Santa Barbara, California
Population: 92,325

Stanford University, California
Population: 35,000

Tempe, Arizona
Population: 158,625

Bronze Level

Arlington, Virginia
Population: 193,000

Beaverton, Oregon
Population: 77,170

Bloomington, Indiana
Population: 69,291

Boca Raton, Florida
Population: 74,764

Brentwood, California
Population: 29,650

Brunswick, Maine
Population: 21,172

Cary, North Carolina
Population: 94,536

Chattanooga, Tennessee
Population: 155,554

College Station, Texas
Population: 67,890

Gilbert, Arizona
Population: 142,000

Mesa, Arizona
Population: 439,584

Miami Beach, Florida
Population: 87,933

The Presidio of San Francisco, CA
Population: 3,000

Redmond, Washington
Population: 46,040

Schaumburg, Illinois
Population: 75,386

Shawnee, Kansas
Population: 48,278

Washington, DC
Population: 571,822

Honorable Mention

An honorable mention recognizes notable achievement by a community in one of the five categories.

Auburn, Alabama
Population: 42,987

Baton Rouge, Louisiana
Population: 412,852

Blacksburg, Virginia
Population: 39,573

Carmel, Indiana
Population: 37,733

Hennepin County, Minnesota
Population: 1,116,200

Indianapolis, Indiana
Population: 860,454

Lawrence, Kansas
Population: 83,495

Lincoln, Nebraska
Population: 225,588

Newark, Delaware
Population: 8,547

Oakdale, Minnesota
Population: 26,653

Orlando, Florida
Population: 193,720

Pittsburgh, California
Population: 56,769

Rockville, Maryland
Population: 47,388

Salinas, California
Population: 151,060

Thank You Bicycle Friendly Community Advisory Group Members

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Mike Greehan, Interbike

Martin Guttenplan, Florida Dept of Transportation

Laura Hallam, Florida Bicycle Association

Tom Huber, Wisconsin Dept. of Transportation

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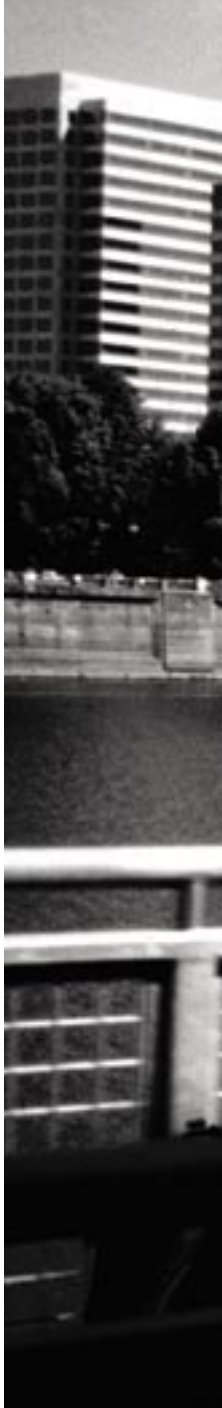
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