

**League of
American
Bicyclists**

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League of American Bicyclists' Bicycle Friendly Communities Program

The League of American Bicyclists' Bicycle Friendly Communities (BFC) Program was launched in 1995 and continues to grow today. This program provides certification, public recognition and motivation for municipalities that actively support bicycling.

To qualify as a Bicycle Friendly Community, municipal officials must send the League documentation that they meet the criteria set by the League, including the implementation of a written policy on bicycle-safe streets, assigning bicycle coordinator duties to a government staff member and instituting a citizens bicycle advisory committee.

Each approved community receives a certificate, a plaque and two highway-quality street signs proclaiming the city a "Bicycle Friendly Community."

Since the program's inception in 1995, 39 cities have been approved as Bicycle Friendly Communities. These cities are:

Ada, OK	Des Moines, IA	Metter, GA
Ames, IA	Enumclaw, WA	Overland Park, KS
Avon Lake, OH	Frankfort, IL	Port Angeles, WA
Blacksburg, VA	Fort Collins, CO	Rapid City, SD
Bloomington, IN	Gahanna, OH	Rohnert Park, CA
Bowling Green, OH	Gainesville, FL	Schaumburg, IL
Bowie, MD	Gig Harbor, WA	Shawnee, KS
Calistoga, CA	Houston, TX	Spokane, WA
Cambridge, MA	Iowa City, IA	Tempe, AZ
Canton, OH	Johnson City, TN	Tucson, AZ
Cincinnati, OH	Lafayette, IN	Vandalia, OH
Coronado, CO	Mentor, OH	Wakefield, IL
Dayton, OH	Oberlin, OH	Woodbridge, IL



Founded in 1880 as the
League of American Wheelmen

BICYCLE FRIENDLY COMMUNITIES

A project of the League of American Bicyclists



PURPOSE

To increase awareness and acceptance of bicycling as a means of transportation, recreation, and fitness, and to promote bicycle safety both on and off the road.

The program achieves its purpose by:

- Encouraging local governments to make a continuing commitment to developing and maintaining safe on- and off-street bicycling facilities.
- Requiring communication between local government and the bicycling community on cycling-related issues.
- Promoting bicycling events and bicycle safety.
- Recognizing communities for meeting bicycling-related criteria. (Criteria are designed to be substantive without being too difficult to accomplish.)

PROCESS

1. Your community staff reviews the criteria to determine which are met and which must be addressed. (The League of American Bicyclists will answer questions and provide model ordinances and resolutions, if desired.)
2. Your staff works to meet any unfulfilled criteria.
3. When criteria are fulfilled, completed application and fee are sent to L.A.B. headquarters. (L.A.B. may ask for additional information or clarification if needed, which your staff then provides.)
4. L.A.B. designates applicant as a member of Bicycle Friendly Communities.
5. League-designated representative presents recognition material at a community meeting.

BENEFITS

New applicants receive:

- a recognition plaque suitable for display in community office or governing-body chambers;
- two highway signs for community entrances;
- membership in the League of American Bicyclists, including a subscription to *Bicycle USA*, an informative bi-monthly cycling publication;
- the quarterly Bicycle Friendly Communities newsletter.

Renewal applicants receive:

- a renewal-year decal that is easily affixed to your recognition plaque;
- membership in the League of American Bicyclists;
- the quarterly Bicycle Friendly Communities newsletter.

All will benefit from a community that is more enjoyable and accessible for bicyclists and motorists alike!

COST

New applications: **\$175**
Annual renewals: **\$100**

BICYCLE FRIENDLY COMMUNITIES

Meeting the Qualifying Criteria

We've tried to make the BFC criteria straightforward and somewhat flexible. This guide will help you meet them. Remember—these guidelines are not all-inclusive. Your ideas and creativity are welcome!

Primary Criteria: (Your city must meet all four.)

1. **Governing body establishes a written policy designed to develop and maintain “Bicycle Safe” streets and pathways.**

While an *ordinance*, or law, is desirable, most governing bodies are more comfortable with a *resolution*, or policy guideline. Whichever is chosen, this must be a written document, voted upon and passed by the governing body. At a minimum, this document should refer to street design and lane striping, sewer grates and utility access covers, traffic signal actuators, and maintenance of street shoulders and transition areas between streets and bridge decks, around grates, and between streets and gutters.

2. **Governing body budgets and spends at least \$1.00 per capita per year on bicycle facilities and activities.**

These are funds the city spends to build and maintain, bikeways, improve streets and intersections, sponsor and support bicycling activities, equip and train (no salaries) police on bicycles, and pay the cycling-related portion of a bicycle coordinator's salary. Funding sources may range from local to federal, so long as spending decisions are made locally. Documentation may include copies of budget pages, letters from department heads detailing budgets and expenditures, and media coverage.

3. **Governing body passes an annual proclamation recognizing May as National Bicycle Month and encouraging citizens to observe Bike-to-Work Day.**

This proclamation may take a variety of forms, will affirm bicycling as an appropriate activity for recreation and transportation, and should call attention to the city's efforts to promote bicycling. Documentation will include the actual proclamation or a letter declaring the city's intention to pass such a proclamation the following year.

4. **Governing body recognizes a citizens' Bicycle Advisory Committee (BAC) and designates bicycle-issues contact person on government staff.**

The community may *create* a new group within the city's formal advisory structure, *designate* an existing city committee, such as a Parks & Recreation board, or *recognize* an outside group such as the Board of Directors or the Advocacy Committee of the local bicycle club to represent the interests of bicycling citizens. Regardless of the format, a majority of the BAC members must be active cyclists. The document recognizing the BAC should encourage regular meetings with city officials and should identify the appropriate means for bringing formal initiatives to the governing body. If the BAC is an outside group, a letter should be issued annual and must name the individual members.

The bicycle-issues contact person will ideally be a full-time bicycle coordinator. Otherwise, this should be a government staff member who is a cyclist and whose job involves cycling concerns.

Secondary Criteria: (Your city must meet at least two out of four.)

1. Community provides bicycle-safety instruction in schools, stressing bicycle handling skills and the wearing of helmets.

Instead of a "do's and don'ts" presentation and a helmet poster, this should be a "hands on" instruction on how to ride safely in traffic. Instruction may be provided by qualified teachers, parents who are experienced cyclists, or members of a local bicycle club. Documentation may be lesson plans, media coverage, or letters from school leaders certifying that instruction was given.

2. Community encourages and support bicycling activities.

Qualifying efforts may range from direct sponsorship of events to sweeping streets prior to major activities, providing police protection or closing streets for events. For sponsored events, documentation should include entry forms or publicity and media coverage. For non-sponsored activities, narrative descriptions of support provided will suffice.

3. Community publishes bicycling information, identifying suggested routes and stressing safety.

These publications may range from bikeway guides to city maps that include suggested bicycle routes to general cycling information. Documentation is the publications themselves.

4. Community provides public and encourages private bicycle parking facilities.

Public bicycle parking racks will be visible outside public buildings: city hall, schools, community centers, libraries, and swimming pools. Private parking will be seen outside office buildings and near retail centers. Documentation may include photographs and the city's property development guidelines.