

RIDE HERE NOW!

50

BEST BIKE CITIES!

P. 19

YAAAAAAAAS!

BIKES MAKE AMERICA MORE AWESOME

A celebration of the 17 people, trends, and simple-yet-genius ideas that are making our cities more bike-friendly—and better for everyone else, too

BY IAN DILLE AND BICYCLING STAFF
AND CONTRIBUTORS



Getty Images



No. 1

America's Most Bike-Crazy Mayor

Bicycles mean business as well as fitness, says Fort Worth's Betsy Price

For bike love with a Texas twang, head to Fort Worth for one of Mayor Betsy Price's rolling town hall meetings. Each week, the 66-year-old hosts a casual, 7- to 8-mile ride to meet residents—some on their own bikes, others using B-Cycle bike share—and chat about their ideas on how to improve the city. “When you put spandex on a body like mine, people will tell you just about anything,” she says. On weekends, you might spot Price at a group ride, answering questions from new cyclists.

The mayor got into cycling more than 40 years ago, when she and her husband bought bikes to celebrate their first anniversary. In 2011, she brought her passion to the mayor's office, pedaling to work events and talking to coworkers about riding. “I realized if I was going to maintain an active lifestyle as mayor, it would be vital to find ways to incorporate it into my city activities,” Price says. She also wanted to bring cycling to the city she loves.

“The health of communities is critical to your economic development, to your engagement, to

the vitality of your community,” Price says. “Biking became a huge piece of that.” She launched an initiative called FitWorth that includes programs devoted to wellness, including the Tour de Fort Worth, which overlaps with the Tour de France and features 21 days of cycling events. Price rides them all. “You'd have to be crazy to be me,” she laughs. “In a good way.”

Price says every member of her staff and city council has tried riding at least once, and she's committed to bringing cycling to the masses, from her town-hall rides to a Complete Streets program that aims to ensure that new roadways are safe for all users. Since she took office, the city has added 66 miles of bike lanes and put \$1.2 million toward building trails, to make it safer and easier for residents to exercise.

“Obesity is a creeping disease—you'll end up with high blood pressure, Type 2 diabetes, heart problems,” Price says. “And businesses coming into the city want to know about the health of the workforce. So if we can say we're the fittest community around, that's a big draw.”—Molly Hurford

No. 2 BIKES NOT BULLETS

In May 2015, Karim Nahim, 47, manager of the Miami Bike Shop, partnered with the city's police department to launch a gun buyback program with a twist—instead of receiving cash or a gift card, anyone turning in a firearm would walk (or ride) away with a free bicycle, no questions asked. Thanks to local fundraising efforts and contributions from bike companies, Nahim was able to give away 75 road, mountain, and kids' bikes; he hopes to repeat the event during the 2016 holiday season. “One guy wanted to give his neighbor's kids a couple of bikes because their parents couldn't afford them,” Nahim says. “There was also a girl whose dad bought her a gun when she moved to Miami. But she wanted a bike to see the city.”—Danielle Zickl

No. 3 CURB APPEAL

San Francisco boasts more than 5,000 bike racks, but you'll find the coolest ones outside the Madrone Art Bar at Fell and Divisadero

Streets. The gallery/watering hole sponsored the city's 69th bike corral—a curbside area that holds four or five bike racks—which doubles as an on-street mural. “Diamonds on Divis” is the work of Bay Area painter Kristin Farr, whose colorful geometric designs appear in public spaces around the world.—Emily Furia

No. 4 A MAN, A MAGNET, AND A DREAM

If you want to reduce your chances of getting a flat in Austin, Texas, head for the bike lane on East 51st Street. Since July, Andy Jones, 56, has been sweeping the 5-mile stretch with a giant roller magnet, which he drags behind his Surly Big Dummy. “A bunch of friends were getting flats there,” says Jones, “and I thought, ‘This is not a hard problem to solve.’” He says he's picked up about nine pounds of metal so far, and plans to tackle other areas in town. “Once people understand what I'm doing, they're excited about it,” he says—“especially cyclists who see what's coming off the road.”—D.Z.

Postcard: Getty; Price and Mural: Courtesy



THE 50 BEST BIKE CITIES

Every two years we sift through Census and department of transportation data on more than 100 cities, consult with experts from organizations such as People for Bikes and the League of American Bicyclists, and talk with bike advocates and everyday riders to identify the 50 most bike-friendly towns in the United States. We look at everything from miles of bike lanes to the percentage of cycling commuters who are female—a key indicator of safe bike infrastructure—to the number of cyclist-friendly bars. The goal is not only to help you plan your next relocation but also to inspire riders and municipalities to advocate for more of the forward-thinking changes you're reading about on these pages. (“Shaming works,” admits one city planner we spoke to this year.) For detailed info on this year's picks and our rankings, visit BICYCLING.com/bestcities16.

RANK	CITY	2014 RANKING	RANK	CITY	2014 RANKING
1	CHICAGO	2 ▲	26	SAN JOSE, CALIFORNIA	24 ▼
2	SAN FRANCISCO	7 ▲	27	BOISE, IDAHO	20 ▼
3	PORTLAND, OREGON	4 ▲	28	LONG BEACH, CALIFORNIA	23 ▼
4	NEW YORK CITY	1 ▼	29	GAINESVILLE, FLORIDA	37 ▲
5	SEATTLE	8 ▲	30	CHATTANOOGA, TENNESSEE	34 ▲
6	MINNEAPOLIS	3 ▼	31	LOUISVILLE, KENTUCKY *	43 ▲
7	AUSTIN, TEXAS	11 ▲	32	ST. PAUL, MINNESOTA	40 ▲
8	CAMBRIDGE, MASSACHUSETTS	10 ▲	33	GRAND RAPIDS, MICHIGAN	41 ▲
9	WASHINGTON, DC	5 ▼	34	ALEXANDRIA, VIRGINIA	31 ▼
10	BOULDER, COLORADO	6 ▼	35	ALBUQUERQUE, NEW MEXICO	39 ▲
11	DENVER	12 ▲	36	CINCINNATI	35 ▼
12	FORT COLLINS, COLORADO	9 ▼	37	SACRAMENTO, CALIFORNIA	32 ▼
13	INDIANAPOLIS *	25 ▲	38	TALLAHASSEE, FLORIDA	NEW
14	SALT LAKE CITY *	26 ▲	39	COLUMBUS, OHIO	NEW
15	PHILADELPHIA	14 ▼	40	MIAMI	29 ▼
16	MADISON, WISCONSIN	13 ▼	41	CLEVELAND	50 ▲
17	BOSTON	16 ▼	42	COLUMBIA, MISSOURI	44 ▲
18	EUGENE, OREGON	15 ▼	43	ATLANTA	NEW
19	NEW ORLEANS	22 ▲	44	LINCOLN, NEBRASKA	NEW
20	PITTSBURGH	21 ▲	45	TAMPA, FLORIDA	NEW
21	OAKLAND, CALIFORNIA	27 ▲	46	MILWAUKEE	36 ▼
22	TEMPE, ARIZONA	17 ▼	47	SALEM, OREGON	38 ▼
23	TUCSON, ARIZONA	18 ▼	48	SCOTTSDALE, ARIZONA *	30 ▼
24	LOS ANGELES	28 ▲	49	THOUSAND OAKS, CALIFORNIA	33 ▼
25	ARLINGTON, VIRGINIA	19 ▼	50	DETROIT	NEW

* BIGGEST JUMP (3-WAY TIE) * BIGGEST DROP

▼ **No. 5**
NOT YOUR AVERAGE EARN-A-BIKE PROGRAM

Every Friday, mechanics from Idaho's Boise Bicycle Project co-op teach a maintenance class at the South Boise Women's Correctional Center, where inmates refurbish donated bikes that are then given to local children in need. After fixing 15 bikes, an inmate earns the right to receive her own bicycle from the program upon release. Since the program, called Shifting Gears, began last February, 12 women have earned bikes. Some keep wrenching after they've met the requirement. "They get every last piece of dirt off because they care so much about the kids," says Jimmy Hallyburton, executive director of the BPP. Hallyburton says Shifting Gears could nearly double the number of bicycles the BPP is able to give away—up to 1,000 a year—and is providing the women with new skills as well as a means of transportation. He hopes to expand the program beyond Boise. "This isn't just about bicycles," he says. "It's about wanting to make a lasting impact on the community."—D.Z.



No. 6

Bike Share Grows Up

5 ways bike share continues to evolve to better serve our communities

► **IT'S EASIER TO USE**

When bike share rolled out, it strongly favored those buying an annual pass; short-term rental options were cumbersome and pricey. But operators are shifting the pricing structure to be closer to that of bus or train travel. Washington, DC's Capital Bikeshare, Philadelphia's Indego, and Los Angeles's Metro Bike are just three of a growing number offering easy single-ride checkout, priced at \$4 or under.

► **THE BIKES ARE GETTING COOLER**

The orange-and-silver townies in Portland, Oregon's Nike-sponsored Biketown system have a shaft (not chain) drive, stowable U-lock, and a solar-powered LCD display. Nike even painted some of them as classic sneaker designs. So far, Delia

Ephron has yet to write a bizarre rant about the color like she did for the *New York Times* about Citi Bike's distinctive blue-hued rides.

► **IT'S BECOMING MORE ACCESSIBLE**

After Portlanders asked for tricycles and hand cycles in their bike share fleet, the city announced it would add them in 2017. Boston, Chicago, Washington, DC, and Austin, Texas, among other cities, offer inexpensive (typically about \$5) annual memberships for low-income riders. And Los Angeles recently received a grant to expand its system in low-income neighborhoods.

► **E-BIKES ARE JOINING THE FLEET**

Some bike-share systems are starting to incorporate electric pedal-assist bikes from

the Montreal-based company, Bewegen. The wireless, solar-powered kiosks don't need to connect to a power grid. Find them in Baltimore and Birmingham, Alabama, and next year in Richmond, Virginia.

► **IT'S REALLY SAFE**

Bike share had an unwelcome milestone last summer: the first fatality, when Virginia Murray was hit by a truck while using one of Chicago's Divvy bikes. Her death is as tragic as any of the hundreds of cyclist deaths that occur each year. But consider that US bike share has traveled millions of miles, with more than 30,000 bikes. Bike share may even be making cycling safer. The National Association of City Transportation Officials examined data from seven cities and found that cycling becomes less risky as more people ride.—Joe Lindsey

▼ **No. 7**
NEXT-LEVEL WATER CROSSINGS

On September 12, 2015, Portland, Oregon, opened Tilikum Crossing, a 1,720-foot, cable-stayed bridge solely for cyclists, pedestrians, buses, and trains. The largest non-car span in the country is a striking addition to the Willamette River panorama, with LED lights that change colors based on the water's speed, height, and temperature. But cycling-mad Portland isn't the only place where new bike infrastructure doubles as a local landmark. In just two years, Philadelphia's 15-foot wide Schuylkill Banks Boardwalk, which hovers over the water for a 2,000-foot stretch, has become one of the city's most Instagrammed spots—look for it in the Rocky movie *Creed*. In Austin, Texas, the Boardwalk at Lady Bird Lake, which runs along the Colorado River, became an instant tourist attraction when it was unveiled in 2014. And a soon-to-be-opened bike-ped bridge spanning the gorge of Austin's Barton Creek will give local riders safe passage on a route where they now

have to pedal, literally, on a freeway.—*Ian Dille*

No. 8
BURRITOS BY BIKE

In 2012, Tommy Clark, a seminary student in Memphis, Tennessee, stuffed 15 bean burritos into his backpack, hopped onto his fixed-gear, and rode around the city handing out food to anyone who appeared to be in need. "People hugged me and high-fived me," Clark says. "One guy said, 'Man, I'm so thankful for you tonight. Can I say a prayer with you?' It was one of the most spiritually moving moments of my life." Today, his Urban Bicycle Food Ministry relies on hundreds of volunteers who make up to 400 burritos a week. On Wednesday nights and Saturday mornings, 15 to 30 cyclists ride for about an hour and a half handing out food, water, toiletries, and other essentials. "When someone comes up to us and says, 'You helped my son,' or 'You helped my friend,' or 'You helped me,'" Clark says, "it makes me never want to stop doing this."—*D.Z.*

YAY BIKES!

148%

increase in property values for homes within a block of the Indianapolis Cultural Trail, since its opening in 2008

1,900

meals for the needy donated by cyclists during the 2015 Cranksgiving food-drive scavenger hunt in Tempe, Arizona

2
MPH

Speed by which cyclists outpace cabs in Midtown Manhattan (according to Citi Bike)

3,000

number of cyclists who show up to the casual Slow Roll ride in Detroit each Monday

THE 2016 BIKE CITIES
HALL of SHAME

Not. Funny. // An SUV in Columbus, Ohio's satirical July 4th Doo Dah Parade displayed a bike on the hood, a pair of legs sticking out of the sunroof, and a sign that read, "I'll share the road when you follow the rules."

#BikeLaneFail // After widening Austin Bluffs Parkway, a six-lane arterial, Colorado Springs striped a question-mark-shaped bike lane that forced cyclists to stop at an off-ramp. The city's transportation manager told the *Colorado Springs Gazette* that the idea was to tell cyclists that it is their responsibility

to yield to motorists, and that "you might want to be a fairly experienced cyclist before tackling Austin Bluffs."

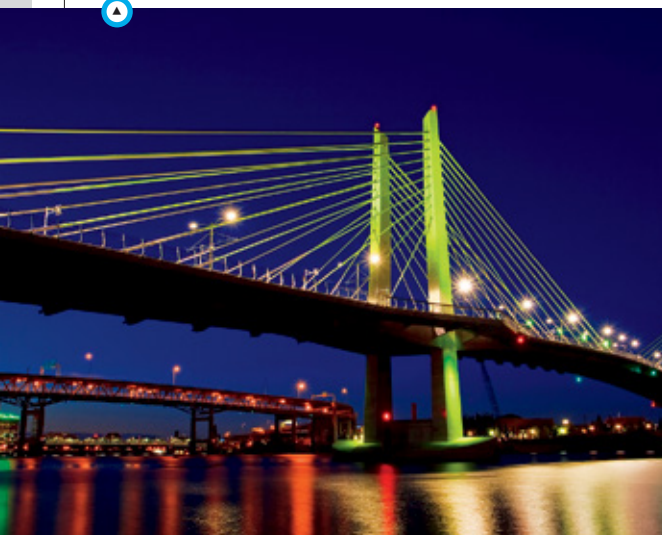
Blaming the victim // In July, Matthew von Ohlen was killed while riding in a Brooklyn bike lane, by a hit-and-run driver who appeared to have intentionally struck the cyclist. The next day police officers blocked the bike lane at the crash site to issue tickets to bike riders.

Gone but not forgotten // Boulder, Colorado's biketopian reputation took a hit when city council voted to remove a protected

bike lane on Folsom Street—just 11 weeks into the year-long pilot project.

Dark comedy // Because the \$5.76 million repurposing of Philadelphia's Manayunk Bridge, a former railway, didn't budget for any lighting, bike commuters found a locked gate when arriving at the bridge after sunset.

► **PLUS: THE 2016 WORST BIKE CITY** Charleston, South Carolina, has one of the country's highest bike commute rates—so why are we calling it this year's worst city for cyclists? Find out at BICYCLING.com/charleston.—*I.D.*





No. 9

They Don't Just Sell Bikes

These shops are making it easier for people in their towns to get around on two wheels

The Freewheel Project

GAINESVILLE, FLORIDA

Ryan Aulton ran a shop called Pleasant Cyclery for seven years. But he and his wife, Jamie, “wanted people to have an option for a sub-\$200 bike that wasn’t from Walmart.” That was hard with a traditional shop’s business model.

So in 2015, they leased a rundown, 12,000-square-foot warehouse and turned it into The Freewheel Project, a not-for-profit shop that sells refurbished donated bikes for \$200 and under, as well as new models (\$1,000 and up).

The Aultons say that the driving force is their employees and volunteers. Equally important is their financial model—they rent out two-thirds of the building. Some of the proceeds go toward parts for kids’ bikes, which Freewheel services at no cost.

G&O Family Cyclery

SEATTLE

Tyler Gillies and David “Davy Oil” Giugliano are chasing a different niche. G&O, which opened in 2013, caters to families, mostly with young children, who want to ride more for transportation. To figure out what kind of bikes and accessories to recommend for each individual family—from \$99 balance bikes to \$3,000-plus front-loading box bike models—“we talk about how their kids eat, and where they go to school, jobs,” says Oil. Because of that, the staff quickly gets close to its customers. “When families walk in and kids pull out of their parents’ hands to give us a hug, that feels great,” says Oil. “We’re privileged to be in this place in our customers’ lives.”

Des Moines Bicycle Collective

The DMBC opened in 2008, but over the past few years it’s become as much advocacy group as bike shop, says executive director Jeremy Lewis. The organization runs Des Moines’s B-Cycle bike share and offers bike giveaways, maps, and earn-a-bike programs. It also works with city planners to improve cycling infrastructure.

The efforts are paying off. Protected bike lanes are part of Des Moines’s Bicycle Master Plan, and the city is conducting a mobility study to help it improve conditions for cyclists. Area employers are using amenities like bike parking to attract a younger workforce—and working with the DMBC and other groups to ask city council for safer streets to match.—J.L.

▼ No. 10

A GREENER FOOD CHAIN

A Florida-based organization called Fleet Farming converts homeowners’ lawns into organic gardens, then transports the harvested produce by bicycle to local farmers’ markets and restaurants. Residents may keep a share of the bounty for their own use and are not responsible for maintaining the plot.—E.F.



No. 11

BIG WIN FOR BIKE LANES

In 2011, the city of Chicago began installing curb-protected bike lanes (which use a concrete barrier to separate cars and bikes). But the Illinois Department of Transportation prohibited the structures on state-controlled roads, including Chicago’s Clybourn Avenue, a dangerous corridor for cyclists. In 2013, advocates sent more than 3,000 emails to then-Governor Pat Quinn protesting the policy, and the state soon relented. The Clybourn lanes opened in November 2015, and the city continues to convert older bike lanes, which separate cars and bikes with less durable plastic bollards, to curb-protected designs. The concrete barriers send an important message: Chicago’s commitment to safe and low-stress cycling is permanent.—I.D.



No. 12

#PopenStreets

How Pope Francis—seriously!—helped Philly’s bike advocates (and one cycling skeptic) get more people riding

It was one of Pope Francis’s more obscure miracles—for one weekend, in Philadelphia’s typically car-clogged Center City, the streets were wide open for bike riding and other types of motor-free gallivanting.

When the news came out that the Secret Service would be closing 4.7 square miles of streets to cars in the so-called Pope Zone for the historic September 2015 visit, local cyclist Alexandra Schneider saw a huge opportunity for bikes. She sent out a call on social media: “The streets will all be closed—let’s have a ride!”

Schneider expected to recruit about five to 10 friends to join her on a 10-mile loop. But media outlets picked up on the PopeRide story. Ultimately 3,000 cyclists showed up. Its success gave rise to an Open Streets campaign in Philadelphia, and in July of this year, the city announced that the first Philly Free Streets event would take place September 24.

The Open Streets fervor also attracted the ire of Stu Bykofsky, a *Philadelphia Daily News* columnist known for his hot takes on bike lanes and scofflaw cyclists, among other things. Schneider, who’d been reading his column for

years, says she “fangirled” at being personally called out. “I felt like, ‘I’ve made it!’” she says.

After Schneider reached out to him via Facebook, Bykofsky—who insists that he’s not anti-cyclist, just anti-bad cyclist behavior—agreed to meet with her. Together with the Bicycle Coalition of Greater Philadelphia, they organized Byko’s Safe Bike Ride, an 11-mile, law-abiding group ride through the city that raised \$2,000 for an organization that serves homeless women and children. Bykofsky also agreed to stop referring to cyclists as “pedalphilies”—provided that local bike advocates refrained from describing him as “anti-bike.”

Schneider thinks more of that kind of dialogue—and more Open Streets events—has the power to show people that everyday cycling can be the norm.

“A lot of critics are people who still view cycling as an activity for children,” she says. “One of the best ways to engage those people is to present an image of cycling that’s like, ‘Let’s go have a picnic and instead of driving, we’ll ride there—let’s go about our daily lives, but with bikes!’” —Caitlin Giddings

▼ No. 13

DANCE PARTY!

Thirty-two-year-old Al Hongo, founder of Eugene, Oregon’s most popular social ride, the Moonlight Mash, says the event “rose from the ashes of my 1987 Honda Accord.” In the spring of 2012 he removed his car’s stereo system, mounted it to a bike trailer, and led a music-infused ride in the light of the full moon. Today, the Mash draws hundreds of cyclists each full moon between May and October. The playlist is broadcast live by the University of Oregon’s student-run radio station, so you’re never far from the tunes—which Hongo promises are “always danceable.” Participants include everyone from kids on tricycles to roadies in Lycra, and costumes are encouraged (past themes have included Bowie/Prince, Star Wars, and Ugly Sweater). Hongo, who works as a mechanic and “basket advocate” at the shop Bicycle Way of Life, says the Mash is beloved by locals and visitors alike: “People have told me they made sure their road trip came through Eugene on the night of the ride so they could attend.” —D.Z.



No. 14

NO MORE BIKES IN BATHTUBS

Spurred by demand from prospective tenants looking to live a car-free (or car-light) lifestyle, property owners are finding creative ways to court cyclists, and not just in traditionally bike-friendly locales or the biggest cities. Here are some of the most intriguing developments.

Atlanta // The apartments at Ponce City Market provide a bike valet for residents and guests, and showers for commuters; \$1 from every car-parking fee goes to the Atlanta Belt-Line project, a network of greenspace, transit facilities, affordable housing, and 33 miles of trails.

Cincinnati // Each unit at Abigail Apartments gets access to a secure bike locker, and residents receive a 50 percent discount on the city's bike share, Red Bike.

Cleveland // Renters at the Lofts at West Side Community House get access to the building's bike-share fleet, a free membership to the local advocacy group and the Bike Rack commuter center, and a handmade wall-mounted rack from Soulcraft Woodshop.

Des Moines, Iowa // Bici Flats, due to open this spring at the junction of three trails, includes a bike-washing room, bike storage, and wider hallways that make it easier to wheel your most prized possession through the building.—*E.F.*



No. 15

The Accidental Bike Advocate

This civil rights lawyer is making the streets safer for everyone

Tamika Butler distinctly remembers the moment she became one of us—or as she puts it, “one of those crazy bike people.” She’d been driving for about two years in Los Angeles to her job at a nonprofit foundation when a doctor put it to her straight: “You’re young, you’re black, you’re driving everywhere, and you fit into this borderline-diabetic risk group. You have to do something about that.”

So Butler started riding a bike for exercise. Then a friend convinced her to train for the AIDS/LifeCycle, a seven-day fund-raising ride from San Francisco to Los Angeles. In the middle of a grueling training ride, she realized she

had become that person—clipped in, spandexed, worried about how much weight her water bottle added on a climb. When the position of executive director at the Los Angeles County Bicycle Coalition came up in 2014, she applied.

Initially the Nebraska native seemed like an outsider pick for the position. But her background as a civil rights lawyer and social justice advocate turned out to be a good fit—and her perspective brought more inclusivity and equity into the bike-advocacy conversation. She was on a panel that discussed the subject at the 2016 National Bike Summit and gave the keynote speech at the *CONTINUED ON P. 92*

“If LA is a better city for people who bike, it’ll be a better city for everybody.”

first Better Bike Share conference, which was devoted to making bike share more accessible to low-income riders.

Butler cites a well-known image to explain the difference between equality and equity. In it, three people of different heights are trying to watch a soccer game over a fence. Above the word “equality,” they each stand on a similar-sized crate and only the tallest two can see the game. Above “equity,” the shortest soccer fan is on two crates, the middle-sized fan is on one, and the tallest has no crate. All three can now see over the fence.

In bike advocacy terms, Butler says, an equitable distribution of new bike resources

frequently means focusing on lower-income neighborhoods and communities of color, which often lack bike infrastructure due to things like structural racism and a historical lack of investment by transportation planners. It also means recognizing that traditional methods of talking about bike infrastructure—public meetings about proposed bike lanes, for example—will fail to serve certain residents, such as those who work multiple jobs or don’t speak English.

When Butler first considered the job at LACBC, the focus on bicycles seemed limiting. But being able to move freely is such a core civil right, she says, that transportation

concerns intersect with the other social justice issues she cares about. Access to bikes and public transit means access to health care, education, and the environment.

Still, creating change in a metropolis hemmed in by highways is a huge challenge. But Butler is committed to making more people—and more types of people—feel safer and happier riding bikes. She’s working on a sales tax ballot measure to ensure that biking and walking projects would receive a portion of the revenue. If it passes it could provide underserved communities with sidewalks, Safe Routes to School initiatives, and access to key bicycle networks. The Coalition is also working with the Los Angeles Unified School District and an organization called Youth Educational Sports to develop a PE-class cycling curriculum for 30 middle schools where the majority of students are eligible for free or reduced lunch.

“If LA is a better city for people who bike, it’ll be a better city for everybody,” Butler says. “I want to be part of that. I was raised by strong black women who always taught me, if not you, who?”—C.G.

No. 16

A BIKE IN EVERY CLASSROOM

According to the National Center for Safe Routes to School, only about 22 percent of kids in the United States walked or biked to or from school in 2012, down from 42 percent in 1969. But a handful of cities are taking steps to reverse the trend. In 2015, Washington, DC, became the first school district in the country to make bicycle education a mandatory part of the elementary school curriculum. The district’s fleet of nearly 1,000 Diamondback Mini-Viper BMX bikes rotates through DC’s second-grade gym classes, where students learn bike safety and, if necessary, how to take their first pedal strokes. This fall Seattle public schools started offering bicycle safety education to all third through fifth graders. And in Boulder, Colorado, 2008 Olympic cyclist Mike Friedman runs an after-school program called Pedaling Minds, which teaches elementary school kids everything from bike skills to the science of cycling—using bikes to demystify physics, engineering, and chemistry.

Older kids are benefitting, too. Los Angeles is adding cycling to the PE curriculum in some middle schools, and in March, Colorado’s Fort Collins High School became the first secondary school in the nation to be classified as a Bicycle Friendly Business by the League of American Bicyclists. Students who commute can take advantage of bike parking, tools, free maintenance, and gear giveaways.—E.F.

No. 17

HOW TO MAKE DRIVERS GET IT

The city of Fort Collins, Colorado, offers a variety of cycling classes, ranging from riding with kids to a women’s adult learn-to-ride program. But the most popular is the Bicycle Friendly Safe Driver Certification Course, created in 2015, which teaches drivers (including professional bus and truck operators) how to safely operate motorized vehicles near cyclists. The city offers the classes for free and is aiming to instruct as many as 1,000 residents by 2017.

Vehicle operators in Austin, Texas, are also learning a few lessons about safe driving.

Last summer, the police department created a new position to work exclusively on enforcing motorist behaviors that endanger bike riders. Rheannon Cunningham, the officer and local bike racer appointed to the role, led a 2013 undercover operation that educated and ticketed drivers who violated the city’s safe passing law. Her current duties include coordinating bike-related police training and serving as the liaison to the cycling community.—I.D. **B**

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