AGENDA

Complete agenda packets are on display at the Transportation Agency for Monterey County office and at these public libraries: Carmel, Monterey, Salinas Steinbeck Branch, Seaside, Prunedale, and King City. Any person who has a question concerning an item on this agenda may call the Transportation Agency office to make inquiry concerning the nature of the item described on the agenda. Please recycle this agenda.

1. ROLL CALL: Call to order and self-introductions. Committee bylaws specify that a quorum shall consist of a majority (7) of the number of voting memberships actually filled at that time (13); the existence of any vacancies shall not be counted for purposes of establishing a quorum. If you are unable to attend, please contact the Transportation Agency. Your courtesy to the other Committee members to ensure a quorum is appreciated.

2. PUBLIC COMMENTS/ANNOUNCEMENTS: Any member of the public may address the Committee on any item not on the agenda but within the jurisdiction of the Committee. Each member of the public is allotted with three minutes to address any concerns. Comments on items on today’s agenda may be given when that agenda item is discussed.

BEGINNING OF CONSENT AGENDA: Approve the staff recommendations for item 3.1 below by majority vote with one motion. Any member may pull an item off the Consent Agenda to be moved to the end of the CONSENT AGENDA for discussion and action.

3.1 APPROVE minutes of Committee meeting October 2, 2013. Pages 6 - 9
4. REVIEW and COMMENT on Draft 2014 Legislative Program. – Watson/Gavin
Pages 10 - 13

The purpose of the legislative program is to set general principles to guide staff and Board responses to proposed legislative or budgetary issues. The program also notifies state representatives of the Transportation Agency’s position on issues of key importance to the agency.

5. RECEIVE a report on the Marina-Salinas Multimodal Corridor Plan. – Green
Pages 14 - 17

The purpose of the Marina-Salinas Multimodal Corridor Plan is to determine a preferred alignment and conceptual roadway design that connects the Monterey Peninsula to Salinas through a collaborative and consensus-building process.

6. RECEIVE report and provide preliminary input on the proposed 2014 Monterey County Bike Map. – Cook
Pages 18 - 19

The Transportation Agency has periodically produced and distributed a map of bicycle facilities in Monterey County. Staff is proposing to prepare a new map by the summer of 2014, which will include facilities that have been added to the bicycle network since the Agency last released a map in 2008.

7. Committee Calendar and Appointments for 2014 – Cook
Pages 20 - 22

1. APPOINT a Committee Chair and Vice Chair, who would serve a one-year term beginning January 2014.

2. ADOPT the Bicycle and Pedestrian Facilities Advisory Committee meeting calendar.

The Committee is responsible for appointing a Chair and Vice Chair to serve a one-year term in office. An election is held in November of each year pursuant to the Committee Bylaws. The proposed schedule of meetings for 2014 follows the existing pattern of meetings, occurring on the first Wednesday of the month, from 6 to 8 p.m., except for July and December when all Agency Committee meetings are cancelled.
8. ANNOUNCEMENTS and/or COMMENTS from Bicycle and Pedestrian Facilities Advisory Committee members on bicycle and pedestrian related items that are not on the agenda.  

No Enclosure

9. ADJOURN

ANNOUNCEMENTS
Next Committee meeting:  
Wednesday, January 8, 2014  
Transportation Agency for Monterey County Conference Room  
55-B Plaza Circle, Salinas, California 93901  
Light refreshments will be provided

If you have any items for the next agenda, please submit them to:  
Andy Cook, Bicycle and Pedestrian Coordinator  
By Thursday, December 19, 2013  
andy@tamcmonterey.org

Documents relating to an item on the open session that are distributed to the Committee less than 72 hours prior to the meeting shall be available for public inspection at the office of the Transportation Agency for Monterey County, 55-B Plaza Circle, Salinas, CA. Documents distributed to the Committee at the meeting by staff will be available at the meeting; documents distributed to the Committee by members of the public shall be made available after the meeting.

Transportation Agency for Monterey County  
55-B Plaza Circle, Salinas, CA 93901-2902  
Monday thru Friday  
8:00 a.m. – 5:00 p.m.  
TEL: 831-775-0903  
FAX: 831-775-0897

The Committee Agenda will be prepared by Agency staff and will close at 12:00pm on December 19, 2013. Any member may request in writing an item to appear on the agenda. The request shall be made by the agenda deadline and any supporting papers must be furnished by that time or be readily available.
CORRESPONDENCE, REPORTS, MEDIA CLIPPINGS

This agenda with all attachments is available online at
http://tamcmonterey.org/committees/bpc/meetings.html

Correspondence

C-1
October 16, 2013 letter from Diana Jimenez, League of United Latin American Citizens, to Debbie Hale, Executive Director re: Need for Safe and Accessible Bicycle and Pedestrian Trails Connecting the Castroville Community.

Reports, Meetings, Announcements and Publications

R-1

This memorandum expresses the Federal Highway Administration's (FHWA) support for taking a flexible approach to bicycle and pedestrian facility design. The American Association of State Highway and Transportation Officials (AASHTO) bicycle and pedestrian design guides are the primary national resources for planning, designing, and operating bicycle and pedestrian facilities. The National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide and the Institute of Transportation Engineers (ITE) Designing Urban Walkable Thoroughfares guide builds upon the flexibilities provided in the AASHTO guides, which can help communities plan and design safe and convenient facilities for pedestrian and bicyclists. FHWA supports the use of these resources to further develop nonmotorized transportation networks, particularly in urban areas.

http://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/design_guidance/design_flexibility.cfm

The League of American Bicyclists Bicycle Friendly Community (BFC) program recognizes local communities nationwide that are making the implementation of safe bicycling policies and programs a priority. Since the program’s inception in 2004, the League has received more than 600 applications and awarded more than 280 communities with Bronze, Silver, Gold or Platinum designation. Applicants are provided customized feedback on their specific programs/plans, and if selected “a League representative will present an award and two highway-quality road signs at a local ceremony or celebration.” The BFC status lasts for four years after which communities must reapply to renew their designation level or seek an enhanced designation.

The next deadline for submitting an application to receive BFC status is February 19, 2014 (for May 2014 designation). Communities must create an account and fill out the online application: <http://apply.bikeleague.org/member.php?act=register&categoryId=34>. Application materials are included as Web Attachments.

Media Clippings

No items this month.
### TRANSPORTATION AGENCY FOR MONTEREY COUNTY (TAMC)

**Bicycle and Pedestrian Facilities Advisory Committee**

**Draft Minutes of October 2, 2013**

**Held at the Transportation Agency for Monterey County**

55-B Plaza Circle, Salinas, CA

<table>
<thead>
<tr>
<th>Voting Members</th>
<th>FEB 13</th>
<th>MAR 13</th>
<th>APR 13</th>
<th>MAY 13</th>
<th>JUN 13</th>
<th>AUG 13</th>
<th>SEP 13</th>
<th>OCT 13</th>
</tr>
</thead>
<tbody>
<tr>
<td>Eric Petersen, District 1</td>
<td>P</td>
<td>E</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>C</td>
<td>P</td>
</tr>
<tr>
<td>D.L. Johnson, District 2</td>
<td>P</td>
<td>P</td>
<td>-</td>
<td>-</td>
<td>P</td>
<td>P</td>
<td>A</td>
<td>P</td>
</tr>
<tr>
<td>Jeff Wriedt, District 4 <em>(Frank Henderson)</em></td>
<td>P</td>
<td>P(A)</td>
<td>P</td>
<td>P(A)</td>
<td>P</td>
<td>P</td>
<td>N</td>
<td>P</td>
</tr>
<tr>
<td>Jeff Lindenthal, District 5 <em>(Geof Tibbitts)</em></td>
<td>P</td>
<td>P</td>
<td>E</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>C</td>
<td>P</td>
</tr>
<tr>
<td>Devin Meheen, Carmel-By-The Sea</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>E</td>
<td>-</td>
</tr>
<tr>
<td>Del Rey Oaks - Vacant</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>L</td>
<td>-</td>
</tr>
<tr>
<td>Gonzales - Vacant</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>L</td>
<td>-</td>
</tr>
<tr>
<td>Greenfield - Vacant</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>E</td>
<td>-</td>
</tr>
<tr>
<td>King City - Vacant</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Marina - Vacant <em>(Debra Daniels)</em></td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Tim Meehan, Monterey</td>
<td>P</td>
<td>E</td>
<td>E</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Jan Roehl, Pacific Grove <em>(Tony Prock)</em></td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Judge Alan Hedegard, Salinas, Vice-Chair <em>(Chris Flescher)</em></td>
<td>P(A)</td>
<td>P</td>
<td>P</td>
<td>P(A)</td>
<td>P(A)</td>
<td>P</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Sand City - Vacant <em>(Mike Morris)</em></td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Phil Yenovkian, Seaside <em>(Jan Valencia)</em></td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Soledad - Vacant</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>David Craft, MBUAPCD</td>
<td>E</td>
<td>E</td>
<td>P</td>
<td>P</td>
<td>E</td>
<td>P</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Alexander Cappelli, Velo Club of Monterey <em>(Robin Harness)</em></td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
<td>P</td>
</tr>
<tr>
<td>Jonathan Garcia, FORA <em>(Jim Arnold)</em></td>
<td>P</td>
<td>-</td>
<td>P</td>
<td>E</td>
<td>-</td>
<td>P</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>N. County Recreation &amp; Park District - Vacant</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
</tbody>
</table>

**Non Voting Members**

<table>
<thead>
<tr>
<th>Non Voting Members</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>James Serrano, Salinas Public Works</td>
<td>-</td>
</tr>
<tr>
<td>Patricia Lopez, County Public Works <em>(Oga Carranza)</em></td>
<td>-</td>
</tr>
<tr>
<td>Adam Fukushima, Caltrans - District 5</td>
<td>-</td>
</tr>
<tr>
<td>Sasha Tepedelenova, AMBAG</td>
<td>-</td>
</tr>
<tr>
<td>Kevin Cole, Pebble Beach Company</td>
<td>-</td>
</tr>
<tr>
<td>Megan Tolbert – CSUMB</td>
<td>-</td>
</tr>
</tbody>
</table>
1. Chairman Eric Petersen called the meeting to order at 6:00 p.m. A quorum was established and self-introductions were made.

2. **PUBLIC COMMENTS**
   James Serrano, transportation planner with the City of Salinas announced the first Salinas Ciclovia will take place on Sunday October 6 on Alisal Street, Salinas. It is a free community event promoting bicycling, walking and other healthy and fun activities.

3. **BEGINNING OF CONSENT AGENDA**

   M/S/C Hedegard/ Yenovkian / unanimous

   3.1 Approved minutes of the Bicycle and Pedestrian Facilities Advisory Committee meeting of August 7, 2013.

   3.2 Received the call for nominations for the twelfth annual Transportation Agency Excellence awards to honor individuals, businesses, groups or projects for their efforts to improve the transportation system in Monterey County.

   **END OF CONSENT AGENDA**

4. **RECEIVED** report from the Association of Monterey Bay Area Governments (AMBAG) on the “Cycletracks” bicycle route preference data collection tool.

   Cody Meyer with the Association of Monterey Bay Area Governments reported that Cycletracks is an online tool and mobile application that is being used to track bicycle trips in Monterey Bay Area. The data collected from Cycletracks will be used in the regional transportation model, and to help quantify the effects that bicycle projects have on air quality. AMBAG will use Cycletracks through the summer of 2014 – so sign up and map your route!
5. **REVIEWED** and **COMMENTED** on California State Parks design plans for the Fort Ord Dunes State Park Campground project and Monterey Bay Sanctuary Scenic Trail.

Joan Carpenter, Associate Civil Engineer with California State Parks gave a presentation on the Fort Ord Dunes State Park Campground project which is at 50% design. The new campground will provide “bike and camp” sites in addition to conventional tent campsites and RV campsites. A new bicycle path will be constructed to continue the Monterey Bay Sanctuary Scenic Trail away from the portion of Beach Range Rd that will be used by motorized vehicles to access the campsites. Committee member Cappelli asked if bicyclists could be given priority at intersections with motorized vehicles. Ms. Carpenter replied that she would need to see if those intersections would meet the warrants for stop signs. Committee member Wriedt commented that the Sacramento American River Trail is a good example of vehicles yielding to bicyclists along the path. Committee member Cole asked what the timeline on the project is. Ms. Carpenter replied that they will hopefully have a final plan 12 months from now. Committee member Tolbert asked if anyone would be living on the site, if there would be additional lighting along the bike path and how much the campsites would cost. Ms. Carpenter replied that there would be 3 full-time residents and at least 2 part-time camp hosts living in the park. Lighting would be kept to a minimum, and the cost of the campsites has not been set yet.

6. **RECEIVED** report on the California Active Transportation funding program for bicycle and pedestrian projects.

Associate Transportation Planner Andy Cook reported on the California Active Transportation funding program. The Active Transportation Program consolidates many of the traditional funding sources for bicycle and pedestrian projects. Guidelines are being developed which will determine how the funds are allocated and distributed. Depending on how the program is interpreted, large cities and counties may have an advantage over smaller cities and counties. TAMC staff will be involved in the development of the guidelines as much as possible to ensure Monterey County receives a fair share of the funding.

7. **ANNOUNCEMENTS AND/OR COMMENTS**

From Bicycle and Pedestrian Facilities Advisory Committee members on bicycle and pedestrian related items that are not on the agenda.

Committee member Johnson announced that the community of Castroville is interested in a bike path/multiuse trail that connects to Moss Landing.

Committee member Yenovkian requested that staff provide an update on the Marina-Salinas Multimodal Corridor Plan at the next meeting.

Committee member Tolbert announced that the California Bicycle Coalition are touring to raise funding for bicycle advocacy/lobbying and will be in Monterey County November 12-13. She requested the help of fellow committee members to organize a gathering with the Bicycle Coalition to pitch ideas to them. Committee member Cappelli said he would follow up with the Velo Club.

Committee Chair Peterson announced that there will be collegiate mountain bike racing this weekend.
Committee member Tolbert and CSUMB student Bernard Green provided information about the Monterey Bicycle Project – a grassroots effort to teach and encourage safe cycling in Monterey County with the added goal of turning CSUMB into a “Bicycle Friendly University” by 2016 (League of American Bicyclists rating system).

8. **ADJOURNMENT**
Chair Petersen adjourned the meeting at 7:29pm.
Memorandum

To: Bicycle and Pedestrian Facilities Advisory Committee
From: Christina Watson, Principal Transportation Planner
Meeting Date: November 6, 2013
Subject: Legislative Program

RECOMMENDED ACTION

REVIEW and COMMENT on draft 2014 Legislative Program.

SUMMARY

The purpose of the legislative program is to set general principles to guide staff and Board responses to proposed legislative or budgetary issues. The program also notifies state representatives of the Transportation Agency’s position on issues of key importance to the agency.

FINANCIAL IMPACT

The 2013 TAMC Legislative Program focused on maintaining and augmenting transportation funding. The federal program included requests for federal funding for high priority projects. The draft 2014 legislative program continues this focus on transportation funding.

DISCUSSION

Attached is the draft 2014 legislative program. The final program will go to the Board in January for adoption.

Items on the draft state program of particular interest to this Committee include:

4S. Support state legislation to ensure federal transportation authorization bill (MAP-21) implemented fairly for all regions, including maintaining bicycle and pedestrian project funds.

11S. Support legislation that promotes transit-oriented development, transit villages and smart growth, and support eligibility for housing bond funds.

12S. Support “complete streets” and development guidelines that integrate alternative forms of transportation, such as transit, bicycle and pedestrian...
commuting, into all road and highway projects, in particular, when the highway runs through populated areas.

Items on the draft federal program of particular interest to this Committee include:

2F. **Support the following priorities for federal transportation legislation:**
   3. Support “complete streets” programs.

**Staff requests input from the Committee on the draft legislative program.**

Approved by: Debra L. Hale, Executive Director

Date signed: 10/14/13

Regular Agenda
Agency Counsel Review: N/A
Admin/Finance Approval: N/A

Attachment: Draft 2014 Legislative Program
DRAFT 2014 Legislative Program: State Issues

1S. Preserve funding and delivery schedule of priority transportation projects.

2S. Seek state funding for the Agency’s high priority projects, in priority order:
   1. State Route 156 improvements
   2. Rail Extension to Salinas
   3. MST Bus Replacements
   4. US 101 South County Frontage Roads
   5. Monterey Peninsula light rail transit
   6. Local streets and roads projects

3S. Support proposals to lower the voter threshold for local transportation sales tax ballot measures, without state spending restrictions.

4S. Support state legislation to ensure federal transportation authorization bill (MAP-21) implemented fairly for all regions, including maintaining bicycle and pedestrian project funds.

5S. Monitor climate change legislation implementing state law (AB 32, the California Global Warming Solutions Act, and SB 375, the Sustainable Communities and Climate Protection Act) as relates to transportation and seek funding through the cap and trade programs.

6S. Encourage the state to stabilize and increase transportation funding.

7S. Raise awareness of the Highway 101 Corridor and its importance as a transportation facility of state and national significance.

8S. Work with partner agencies to reach agreement on proposals for California Environmental Quality Act (CEQA) reform.

9S. Support efforts to improve the ability of agencies to plan and deliver transportation projects in a timely and cost effective manner, including updates to storm water runoff requirements.

10S. Monitor California High-Speed Rail project and seek funding as possible for Monterey County rail projects.

11S. Support legislation that promotes transit-oriented development, transit villages and smart growth, and support eligibility for housing bond funds.

12S. Support “complete streets” and development guidelines that integrate alternative forms of transportation, such as transit, bicycle and pedestrian commuting, into all road and highway projects, in particular, when the highway runs through populated areas; and funding set-asides for such projects.

13S. Support member agencies’ requests for state funding of regionally significant transportation projects and support partner agency legislative efforts as they interface with regional transportation priorities, when they are consistent with Transportation Agency for Monterey County priorities.
1F. Seek federal authorization, appropriations, stimulus or other funding for the Agency’s high priority projects, in priority order:
   1. State Route 156 improvements
   2. Rail Extension to Salinas
   3. MST Bus Replacements
   4. US 101 South County Frontage Roads
   5. Monterey Peninsula light rail transit
   6. Monterey Bay Sanctuary Scenic Trail
   7. Local streets and roads projects

2F. Support the following priorities for federal transportation legislation:
   1. Stabilize and increase transportation funding sources in order to avoid the bankruptcy of the federal highway and transit trust funds:
      a. Index the gas tax to inflation or increase the gas tax to meet the nation’s transportation needs.
      b. Identify additional funding sources for maintenance and operations on the existing network.
      c. Support removal of procedural obstacles that impede expenditure of authorized federal funding.
      d. Focus funding on projects that support safety, economic development and job creation.
   2. Streamline project delivery.
   3. Support funding for “complete streets” programs.
   4. Support infrastructure bank programs.

3F. Raise awareness of the Highway 101 Corridor and its importance as a transportation facility of state and national significance.

4F. Ensure that MAP-21 implementation supports our transportation priorities.

5F. Ensure that climate change legislation proposals are coordinated with California’s state requirements and do not adversely affect transportation projects.

6F. Support streamlining of federal rail funding and removal of funding barriers between commuter and intercity rail programs, with the goal of increasing rail service for the traveling public.

7F. Support an adequate level of funding for Amtrak in the annual appropriations bill and authorization legislation and support a fair share allocation to California for capital improvements and vehicle acquisition.

8F. Support member agencies’ requests for federal funding of regionally significant transportation projects and support partner agency legislative efforts as they interface with regional transportation priorities, when they are consistent with Transportation Agency for Monterey County priorities.
Memorandum

To: Bicycle and Pedestrian Facilities Advisory Committee
From: Ariana Green, Transportation Planner
Meeting Date: November 6, 2013
Subject: Marina-Salinas Multimodal Corridor Plan

RECOMMENDED ACTION:

RECEIVE a report on the Marina-Salinas Multimodal Corridor Plan.

SUMMARY:
The purpose of the Marina - Salinas Multimodal Corridor Plan is to determine a preferred alignment and conceptual roadway design that connects the Monterey Peninsula to Salinas through a collaborative and consensus-building process.

FINANCIAL IMPACT:
The budgeted funding for the entire scope of work is $232,798. A Caltrans Community-Based Transportation Planning Grant is contributing $200,000 and with the remaining $32,798 from local funds.

DISCUSSION:
This project will plan for a transit, bicycle, pedestrian and auto corridor which will connect the Marina area of former Fort Ord to Salinas. The first part of the planning process will focus on determining a preferred corridor route which will then be adopted by partner agencies. The second part of the planning process will identify preferred conceptual roadway design features along the agreed upon corridor route. Some features that may be considered are bicycle facilities, sidewalks or paths, transit stops/shelters, transit prioritization at signalized intersections, dedicated bus rapid transit facilities and pedestrian and equestrian crossing enhancements.

A conceptual plan for the multimodal transportation corridor will be a guiding document for
development and roadway designs, and serve as a tool to raise money for project implementation. Planned developments identified in the Fort Ord Base Reuse Plan and city and county plans will be incorporated into the process to further help the public reap the benefits of creating transit-oriented developments to enhance the community environment.

Because the route will traverse several jurisdictions and provide access to a mix of land uses the planning process will strive for stakeholder consensus and community collaboration. TAMC will meet with interest groups, organize and host several community workshops in Marina and Salinas and receive input from committees and boards. TAMC staff will present the project to all partner agency boards and councils in November 2013 and meet with interest groups in November 2013, December 2013 and January 2014. The first round of community workshops will be held in January 2013. The goal of these efforts is to engage a diverse group of stakeholders that represent different socio-economic, jurisdictional and community interests.

The planning process kicked-off in September 2013 and will conclude in December 2014. Transportation Agency Staff will seek input from the Bicycle and Pedestrian Committee on the project throughout the planning process beginning in November 2013. In June 2013, the Bicycle and Pedestrian Committee appointed several members to join a stakeholder group for the project. Since that time, the public engagement strategy has changed and a stakeholder group as originally envisioned will not be formed. Input and support from Bicycle and Pedestrian Committee representatives is important to the planning process. Staff requests that those members who were appointed to participate in the stakeholder group remain engaged by attending interest group meetings, community workshops and public hearings and report back to the greater Bicycle and Pedestrian Committee.

Approved by: Debra L. Hale, Executive Director

Date signed: 10/24/13

Consent Agenda

Counsel Review: N/A
Admin/Finance Approval: Yes

Attachments:
1. Marina Salinas Multimodal Corridor Planning Area Map
2. Project Schedule
Alignment Alternatives - Roadway Segments

Legend:
- Alignment Alternative Segments
- Monterey Branch Line
- Commuter Rail Extension
- Connection to East Salinas
- Connection to South Salinas Valley

Key Locations:
- Marina Municipal Airport and Technology Cluster
- Dunes at Monterey Bay
- CSU Monterey Bay
- Proposed Monterey Downs and Planned Future Seaside/FOA/County Development
- East Garrison
- Hartnell College
- Government Center
- Downtown Salinas
- Marina Municipal Airport and Technology Cluster
- Proposed Monterey Downs and Planned Future Seaside/FOA/County Development

Directions:
- To Castroville
- To Monterey
- To San Jose/Bay Area
- To Santa Cruz
- To Monterey
- To Santa Cruz
- To Monterey

Other Important Places:
- General Jim Moore Blvd
- 2nd Ave
- Reservation Rd
- Eastside Parkway (Future)
- N Davis Rd
- N Main St
- Alisal Rd
- Imjin Pkwy

Future Plans:
- Extension to San Jose/Bay Area
- Connection to Santa Cruz
- Connection to Monterey

Incorporated Areas:
- East Garrison Government Center
- Downtown Salinas
- Marina Municipal Airport and Technology Cluster
- Proposed Monterey Downs and Planned Future Seaside/FOA/County Development

Downtown Salinas

Salinas

Marina

Seaside

FORA

California

8th St

5th Ave

101

183
Project Schedule

**Project Phase 1**
**Goal: Identify Preferred Alignment**
- Assess Potential Alignments
  - Data Collection
  - Identify Multi-Modal Needs
  - Analysis of Opportunities and Constraints
- Project Introduction to Boards/Councils

**Project Phase 2**
**Goal: Define Concepts and Identify ROW**
- Detailed Development of Corridor
  - Regional Network Integration
  - Cross-Sections and Plan Lines
  - Cost Estimates
  - Land Use Opportunities
  - Prioritization
- Project Report
  - Draft and Final Report
- Board/Council Adoption of Preferred Alternative
- Project Workshops Salinas & Marina
- Developer Forum
- Project Workshops Salinas & Marina

**Project Schedule**
- 2013
  - October
  - November
  - December
  - January
  - February
  - March
  - April
  - May
  - June
  - July
  - August
  - September/October
- 2014

**Partner Agency Meetings**
Memorandum

To: Bicycle and Pedestrian Facilities Advisory Committee

From: Andy Cook, Associate Transportation Planner

Meeting Date: November 6, 2013

Subject: Monterey County Bike Map

RECOMMENDED ACTION:
RECEIVE report and provide preliminary input on the proposed 2014 Monterey County Bike Map.

SUMMARY:
The Transportation Agency has periodically produced and distributed a map of bicycle facilities in Monterey County. Staff is proposing to prepare a new map by the summer of 2014, which will include facilities that have been added to the bicycle network since the Agency last released a map in 2008.

FINANCIAL IMPACT:
The Agency has included $17,000 to prepare the bike map in the Agency budget for the current fiscal year.

DISCUSSION:
The Transportation Agency has periodically produced and distributed a bicycle map of Monterey County as a tool to engage the public in the planning process, and promote and encourage bicycling. The Agency regularly receives requests from the public for copies. The map has generally included information about existing Class I, II and III bicycle facilities, the countywide road and highway network, topography and significant destinations and institutions.

The Agency has run out of its stock of the latest map, which was released in 2008. Given that additions to the bicycle network have been completed since the last map was produced, the Agency has budgeted resources to complete a new map in the current fiscal year ending June 30, 2014. Staff will most likely seek assistance to complete the project from a graphic design consultant.
At this time, staff is requesting input from the committee to shape the content of the next Monterey County bike map, and intends to provide direction to the consultant firm chosen to design the map based on this input. Staff will review the 2008 bike map with the committee at its November 6 regular meeting.

Approved by: [Signature]
Debra L. Hale, Executive Director

Date signed: 10/28/13

Regular Agenda

Counsel Approval: N/A
Admin/Finance Approval: Yes
Memorandum

To: Bicycle and Pedestrian Facilities Advisory Committee

From: Andy Cook, Associate Transportation Planner

Meeting Date: November 6, 2013

Subject: Committee Calendar and Appointments for 2014

RECOMMENDED ACTION:
1. APPOINT a Committee Chair and Vice Chair, who would serve a one-year term beginning January 2014.

2. ADOPT the Bicycle and Pedestrian Facilities Advisory Committee meeting calendar.

SUMMARY:
The Committee is responsible for appointing a Chair and Vice Chair to serve a one-year term in office. An election is held in November of each year pursuant to the Committee Bylaws. The proposed schedule of meetings for 2014 follows the existing pattern of meetings, occurring on the first Wednesday of the month, from 6 to 8 p.m., except for the months of July and December when all Agency Committee meetings are cancelled.

FINANCIAL IMPACT:
There is no financial impact to the Transportation Agency budget associated with this action.

DISCUSSION:
The Bicycle & Pedestrian Facilities Advisory Committee must elect officers and approve its meeting calendar and for the next calendar year.

Committee Appointments
The Committee Bylaws indicate that “The Committee shall have a Chairperson and a Vice Chairperson who shall be elected by the general membership of the Committee.” The Committee will make nominations at the Committee meeting and the new Chair and Vice Chair will start serving in January of 2014. The Chairperson presides over all Committee meetings,
may vote on all matters, appoint subcommittees, and call special meetings. The current Chair
and Vice Chair are Eric Petersen and David Craft.

Meeting Calendar
The 2014 Committee meeting calendar proposed by staff is included as an Attachment. The
Committee’s January meeting date will be scheduled on January 8, 2014 due to the proximity of
the New Year’s holiday. The meeting calendar for the rest of the year remains unchanged.

Committee members are advised to contact the Transportation Agency if they are not able to
attend meetings. Courtesy to the other Committee members to assure a quorum is appreciated.

Approved by:  
Debra L. Hale, Executive Director  
Date signed: 10/21/13

Regular Agenda  
Counsel Approval: N/A
Admin/Finance Approval: N/A

Attachment: Draft 2014 Bicycle & Pedestrian Facilities Committee Calendar
2014 CALENDAR OF MEETINGS
BICYCLE AND PEDESTRAIN COMMITTEE
All meetings held at the Transportation Agency
Conference Room,
55-B Plaza Circle, Salinas
6:00 p.m.-8:00 p.m.

<table>
<thead>
<tr>
<th>Month</th>
<th>Date</th>
<th>Day</th>
</tr>
</thead>
<tbody>
<tr>
<td>January</td>
<td>8</td>
<td>Wednesday</td>
</tr>
<tr>
<td>February</td>
<td>5</td>
<td>Wednesday</td>
</tr>
<tr>
<td>March</td>
<td>5</td>
<td>Wednesday</td>
</tr>
<tr>
<td>April</td>
<td>2</td>
<td>Wednesday</td>
</tr>
<tr>
<td>May</td>
<td>7</td>
<td>Wednesday</td>
</tr>
<tr>
<td>June</td>
<td>4</td>
<td>Wednesday</td>
</tr>
</tbody>
</table>

No July Committee meeting

<table>
<thead>
<tr>
<th>Month</th>
<th>Date</th>
<th>Day</th>
</tr>
</thead>
<tbody>
<tr>
<td>August</td>
<td>6</td>
<td>Wednesday</td>
</tr>
<tr>
<td>September</td>
<td>3</td>
<td>Wednesday</td>
</tr>
<tr>
<td>October</td>
<td>1</td>
<td>Wednesday</td>
</tr>
<tr>
<td>November</td>
<td>5</td>
<td>Wednesday</td>
</tr>
</tbody>
</table>

No December Committee meeting
October 16, 2013

Debbie Hale, Executive Director
TAMC Board / Bicycle and Pedestrian Advisory Committee
55–B Plaza Circle
Salinas, CA 93901

Subject: Need for safe and accessible bicycle and pedestrian trails connecting the Castroville Community

Dear Ms. Hale and TAMC Board Members:

I’m writing this letter on behalf of NMC LULAC to ask for your assistance in developing pedestrian and bike trails to connect the Castroville Community to Moss Landing, and other areas of North County.

Concern- Castroville is isolated and closed off to its neighboring communities. We are surrounded by highways 1, 101, 156, & 183, that make it difficult to safely cross from one side of town to the other. Transportation is difficult for many residents who do not own cars, and/or have limited money for fuel expenses. Although there are a few small tot lots, and one small baseball field, Castroville does not have a large park with open space nor a swimming pool to help meet some of its families’ recreational needs.

Moss Landing Connector Trail- Castroville is only a few miles from Moss Landing, where there are great small businesses, restaurants, a marine lab, fishing opportunities, and beautiful beach areas, some of which boarder the Elkhorn Slough. Yet, there is no safe bike and pedestrian trail to connect Castroville to Moss Landing. What is needed to support and create a trail?

Castroville Blvd. /Hwy 156 Connector Trail- Many Castroville students make their way to/from NMC High School by walking through muddy fields and crossing the railroad tracks, which creates a safety issue for both the students and the property owners. It is my understanding that there was money allocated to create a safe pedestrian/bike trail to connect Castroville to the High School; can you please tell me what changed?

Creating bike and pedestrian trails to safely connect Castroville to the NMC High School, and Moss Landing will enable safe mobility, promote healthy living, and increase accessibility to nearby natural and recreational resources to Castroville residence.

Your attention and response to this letter would be greatly appreciated. Should you have any questions or need further information from me, please don’t hesitate to contact me at 831-633-4652.

Respectfully,

[Signature]
Diana Jimenez
NMC LULAC President
APPLICATION TIPS

The application will be referring to your type of jurisdiction as “community” throughout the application due to the great variety of types of jurisdictions applying, which does not include bicycle amenities, services and other resources outside your boundaries.

The word limits for open ended questions are just guidelines as the system is actually using a character limit. Ensure that your entered text does not get cut off, even if you stay within the word limit.

Ensure to log out using the Log Out button. Closing the browser will not log you out completely and will trigger a warning that another user is logged in next time you sign in. If this occurs, and you are certain that no other user is logged in at the same time, you can just disregard the warning and it will disappear within 24 hours.

At the end of the application, you can upload any documents that you would like to provide in support of your application, including at least five high resolution photos (1-2MB). You can submit up to 5 files at the time and there is no limit on how many files can be submitted. Please note that the files will upload immediately to a separate server and will not appear as an attachment.

NAME OF COMMUNITY

Name of Community
County
State
Has the community applied to the Bicycle Friendly Community program before?
If yes, what was the result of the last application?
If designated, what year was your community first awarded a Bronze or higher award?
Mayor or top elected official (include title)
Phone
Email
Address
Website

BFC CONTACT PROFILE

Note: This person will receive any future BFC related communication and will be listed as the contact person for the community on the award web profile, if designated.

Name of BFC contact
Title
Department
Employer
Address
City
SPRING 2014 APPLICATION
For review only. Only applications submitted online will be considered for designation.

State
Zip
Phone
Email

Is the BFC contact also the Bicycle Program Manager?
Yes
No

If no, does your community have a Bicycle Program Manager?
Yes
No

If different from above, what is the Bicycle Program Manager’s contact information (email and phone)?

COMMUNITY PROFILE

1. Type of Jurisdiction (Note: The application will be referring to your type of jurisdiction as “community” throughout the application, which does not include bicycle amenities, services and other resources outside your boundaries.)

☐ Town/City/Municipality
☐ County
☐ Metropolitan Planning Organization/Council of Governments
☐ Regional Planning Organization
☐ Rural Planning Organization
☐ Census Designated Place
☐ Indian Country
☐ Military Base
☐ Other
If other, describe (50 word limit)

2. For purposes of comparison, would you describe your community as largely
☐ urban
☐ suburban
☐ rural

3. Climate
Average daytime temperature (in °F)
January
April
July
October
Average precipitation (in inches)

January
April
July
October

4. Size of community (in sq. mi.)
Total area
Water area
Land area

5. Total Population

5a. College/University student population (during semester)
   □ 10% or less
   □ 10-25%
   □ 25-50%
   □ 50-75%
   □ more than 75%
   □ N/A

6. Population Density (Person per sq. mi. of land area)

7. Median Household Income

8. Age distribution (in percent)
   Under 5
   Age 5-17
   Age 18-64
   Age 65+
   Totals (should equal 100)

9. Race (in percent)
   White
   Black or African American
   American Indian and Alaska Native
   Asian
   Native Hawaiian and Other Pacific Islander
   Some other race
   Two or more races
   Totals (should equal 100)
   Hispanic or Latino (of any race)

10. How many government employees (including the Bicycle Program Manager), expressed in full-time equivalents, work on bicycle issues in your community?
11. What percentage of the community's Bicycle Program Manager's time is spent on bicycling issues?
   ☐ 10% or less
   ☐ 11-25%
   ☐ 26-50%
   ☐ 51-75%
   ☐ 76-100%
   ☐ N/A

12. Do you have an officially recognized Bicycle Advisory Committee?
   Yes
   No
   12a. How often does it meet?
      ☐ Monthly or more frequently
      ☐ Every two months
      ☐ Quarterly
      ☐ Annually
   12b. How many members serve on the committee?
   12c. Which of the following groups are represented or regularly attend the Bicycle Advisory Committee?
      Check all that apply
      ☐ User Group
      ☐ Law Enforcement
      ☐ Chamber of Commerce
      ☐ Public Health
      ☐ Planning Department
      ☐ Transportation Department
      ☐ School Board
      ☐ Parks Department
      ☐ Recreation Department
      ☐ Transit Agency
      ☐ Other
      If other, describe (50 word limit)
   12d. Name and email of Bicycle Advisory Committee Chair

13. List all bicycle advocacy groups in your community
   13a. List the name and email of the primary contact for each bicycle advocacy group

13b. Do you contract with any advocacy groups for services or programs?
   Check all that apply
      ☐ Paid
      ☐ Volunteer
      ☐ No
13c. List all advocacy groups that are working with you on this application

14. What are the primary reasons your community has invested in bicycling?  
Check all that apply  
☐ Improved quality of life  
☐ Improving public health  
☐ Community connectivity  
☐ Transportation options  
☐ Reduce car-parking demands  
☐ Climate change/environmental stewardship concerns  
☐ Decrease traffic congestion  
☐ Increase tourism  
☐ Increase property values  
☐ Cooperation with adjacent communities  
☐ Public demand  
☐ Economic development  
☐ Support Smart Growth or other growth management goals  
☐ Traffic and bicycle/pedestrian safety  
☐ Meet local or state requirements  
☐ Other  
If other, describe (50 word limit)

15. What was your community's most significant achievement for bicycling in the past 12 months? (500 word limit)

16. If you have applied to the BFC program before, describe any improvements that have occurred for cycling in your community since your last application. (500 word limit)

17. What specific improvements do you have planned for bicycling in the next 12 months? (250 word limit)

ENGINEERING

18. Does your community currently have any of the following policies in place?  
Check all that apply  
☐ Local complete streets policy  
☐ Local bicycle accommodation policy  
☐ Neither

18a. When was it adopted?

18b. Provide a link or attach a copy of this legislation or policy

18c. What tools are in place to ensure implementation?  
Check all that apply  
☐ Implementation Guidance  
☐ Design Manual
Training
☐ Oversight by Bicycle Program Manager
☐ Implementation checklist
☐ None of the above

19. Does your community currently have any of the following additional policies in place? Check all that apply
☐ Design manual that ensures the safe and appropriate accommodation of bicyclists in every new road project
☐ Streetscape design guidelines
☐ Mixed-use zoning
☐ Form-based/design-based codes
☐ Connectivity policy or standards
☐ Policy to preserve abandoned rail corridors for multi-use trails
☐ Other
☐ None of the above
If other, describe (50 word limit)

20. How do you ensure your engineers and planners accommodate cyclists according to AASHTO, MUTCD or NACTO standards? Check all that apply
☐ Offer FHWA/NHI Training Course
☐ Hire outside consultants to train staff
☐ Send staff to bicycle-specific conferences/training
☐ APBP webinars
☐ Require project consultants to have bike/ped qualifications
☐ Adopted a local design manual
☐ Other
☐ None of the above
If other, describe (50 word limit)

21. Which of the following significant physical barriers to cycling exist in your community? Check all that apply
☐ Major highways
☐ Bridges that are inaccessible or unsafe for cyclists
☐ Tunnels that are inaccessible or unsafe for cyclists
☐ Large body of water (e.g. river)
☐ Roads with bicycle bans
☐ Railroad corridors
☐ Other
☐ No significant physical barriers
If other, please describe (100 word limit)

22. How do you ensure that there are end-of-trip facilities for bicyclists? Check all that apply
☐ Bike parking ordinance for existing buildings specifying amount and location
☐ Bike parking ordinance for all new developments specifying amount and location
SPRING 2014 APPLICATION
For review only. Only applications submitted online will be considered for designation.

- Ordinance requiring showers and lockers in existing non-residential buildings
- Ordinance requiring showers and lockers in new non-residential buildings
- Building accessibility ordinance (Bicycles are allowed to be parked inside non-residential buildings)
- On-street bike parking/bicycle corrals
- Ordinance that allows bike parking to substitute for car parking
- Requirement for new developments to meet LEED-Neighborhood Development silver standards or higher
- Developers are eligible for density bonuses for providing end-of-trip facilities
- Other
- None
If other, describe (250 word limit)

23. Do your standards for bicycle parking conform with APBP guidelines?
   Yes
   No
   No standards

24. What is the total number of public and private bike parking spaces in your community?

24a. What percentage of bike racks conform with APBP guidelines?
   - 10% or less
   - 11-25%
   - 26-50%
   - 51-75%
   - more than 75%

24b. Of the total bike parking available, please specify the percentage of bike parking spaces that are:
   Bike lockers
   In bike depots (i.e. Bikestation)
   In bike corrals (on-street bike parking)

25. Approximately what percentage of the following locations has bike racks or storage units?
   Answer all that apply (in percent)
   Public & private schools
   Higher Education Institutions
   Libraries
   Transit stations and major bus stops
   Parks & recreation centers
   Other government owned buildings and facilities
   Event venues (e.g. convention center, movie complex)
   Hotels & restaurants
   Office buildings
   Retail stores
   Multi-family housing
   Public housing
26. Does your community have transit service (bus, light rail, heavy rail)?
   Yes
   No

26a. What percentage of buses are equipped with bike racks?
   □ 10% or less
   □ 11-25%
   □ 26-50%
   □ 51-75%
   □ 75-99%
   □ All

26b. Are bikes allowed inside transit vehicles?
   Yes
   Sometimes
   No
   If yes or sometimes, describe (50 word limit)

27. What is the centerline mileage of the existing off-road bicycle network within your community?

27a. How many miles of the following off-road bicycle accommodations do you have?
   Answer all that apply (in miles)
   Paved shared use paths (≥10 feet)
   Natural surface shared use paths (≥10 feet)
   Singletrack
   Other
   If other, describe (250 word limit)

27b. What percentage of all natural surface trails and singletrack are open to bicyclists?
   □ None
   □ 1-25%
   □ 26-50%
   □ 51-75%
   □ 76-99%
   □ All
   □ Not applicable

27c. What are the exceptions? (100 word limit)

28. What is the centerline mileage of your road network (including state owned and private roads)?

28a. What is the street network density? (centerline miles of road per sq. mi. of land area)

28b. What percentage of roads has posted or design speeds of 25mph and lower?
28c. What percentage of roads has posted or design speeds of 35mph and higher?

28d. What percentage of the existing on-street bicycle network meets or exceeds current AASHTO, MUTCD or NACTO standards?

28e. List your existing on-road bicycle accommodations that meet or exceed AASHTO, MUTCD or NACTO standards.
Answer all that apply (in centerline miles)
Conventional bike lanes (ridable surface ≥4 feet)
Shared lane markings
Contra-flow bike lanes
Protected or buffered bike lanes (one-way)
Protected or buffered bike lanes (two-way)
Raised cycle tracks
Left-side bike lanes
Bike boulevards or Neighborhood Greenways
Signed bike routes

29. What other ways have you improved conditions for bicyclists?
Check all that apply
☐ Road diets
☐ Area wide traffic calming
☐ Speed limits 20 mph or less on residential streets
☐ Bike cut-throughs
☐ Signed bike routes
☐ Off-street way-finding signage with distance and/or time information
☐ On-street way-finding signage with distance and/or time information
☐ Shared Space/Home Zone/Living Street/Woonerf
☐ Roundabouts that accommodate bicycles
☐ Colored bike lanes outside of conflict zones
☐ Bike/pedestrian overpasses/underpasses
☐ Removal of on-street car parking
☐ Speed tables to calm traffic
☐ Car-free/Cars-restricted zones
☐ Advisory bike lanes
☐ Other
☐ None
If other, describe (250 word limit)

30. What percentage of arterial streets provides designated space for cyclists (e.g. bike lanes or paved shoulders ≥4 feet, cycle tracks, etc)?
☐ None
☐ 1-25%
☐ 26-50%
☐ 51-75%
☐ 76-99%
☐ All
31. Which of the following broader transportation policies and programs are in place in your community?  
*Check all that apply*
- Maximum car parking standards
- No minimum car parking standards
- Paid public parking
- Shared-parking allowances
- Congestion charges
- Prioritization of active mobility in planning and design processes
- Other
- None

If other, describe (250 words)

32. What maintenance policies or programs ensure the on-street bicycle network (including shoulders) remains usable and safe?  
*Select all that apply*

32a. Street sweeping
- Before other travel lanes
- Same time as other travel lanes
- Weekly
- Monthly
- Quarterly
- Annually
- Never

32b. Snow clearance
- No snow
- Before other travel lanes
- Same time as other travel lanes
- Within 48 hours of storm
- Never

32c. Pothole maintenance
- Within 24 hours of complaint
- Within one week of complaint
- Within one month of complaint
- Never

32d. Describe any other maintenance policies or programs for the on-street bicycle network (including shoulders). *(100 word limit)*

33. What maintenance policies or programs ensure the off-street bicycle network remains usable and safe?  
*Check all that apply*
33a. Path sweeping
- Not applicable
- Weekly
- Monthly
- Quarterly
- Annually
- Never

33b. Vegetation maintenance
- Not applicable
- Weekly
- Monthly
- Quarterly
- Annually
- Never

33c. Snow clearance
- Not applicable
- No snow
- Before roadways
- Same time as roadways
- Within 48 hours of storm
- Never

33d. Surface repair
- Not applicable
- Within 24 hours of complaint
- Within one week of complaint
- Within one month of complaint
- Never

33e. Describe any other maintenance policies or programs for the off-street bicycle network, if applicable. (100 word limit)

34. Is there a mechanism in place for cyclists to identify problem intersections or areas to traffic engineers and planners?
- Online reporting
- Hotline
- Monthly meeting
- Other
- None
If other, describe (100 word limit)

35. How do you accommodate cyclists at intersections in your community?
- Most signals are timed
- Most signals are timed for bicycle speeds
36. Describe any other amenities or infrastructure improvements that your community provides or requires that create a comfortable and attractive bicycling environment (e.g. human-scale building design guidelines, mixed-use zoning, public restrooms, etc). (500 word limit)

EDUCATION

37. What percentage of your public and private schools offer bicycle education, e.g. through a Safe Routes to School or similar program?

37a. Elementary
- None
- 1-25%
- 26-50%
- 51-75%
- 76-99%
- All
- Not applicable

37b. Middle School
- None
- 1-25%
- 26-50%
- 51-75%
- 76-99%
- All
- Not applicable

37c. High School
- None
- 1-25%
- 26-50%
- 51-75%
- 76-99%
- All
Not applicable

38. Outside of schools, how are children taught safe cycling skills? Check all that apply
- Youth bike clubs
- Bike clinics or rodeos
- Youth recreation programs
- Helmet fit seminars
- Safety town
- Trail riding classes
- Other
- None of the above
If other, describe (250 word limit)

39. Do you have a ticket diversion program? Check all that apply
- For motorists
- For cyclists
- No

40. What have you done in the last 18 months to educate motorists and bicyclists on sharing the road safely? Check all that apply
- Public service announcements
- Share the Road educational videos on community website/TV channel
- Community newsletter/magazine article
- Information in new resident packet
- Utility bill insert
- Flyer/handout
- Info sessions/lunch seminars
- Bicycle ambassador program
- Newspaper column/blog on bicycling
- Dedicated bike page on community website
- Billboards
- Share the Road Signs
- Share the Road information in driver's education
- Other
- None of the above
If other, describe (250 word limit)

41. How many times per year are the following adult bicycling education classes held within your community? Answer all that apply (in numbers)
- Traffic Skills 101 classes or equivalent (full-day training course, including classroom and on-bike instruction)
- Cycling Skills classes (three to four hour classroom training courses)
- Commuter classes (one to two hour classes)
- Bicycle maintenance classes or workshops
42. Do you offer regular Smart Cycling courses for your city engineers and planners that include on-bike instruction and in-traffic cycling?  
Yes  
No

43. Has your community hosted a League Cycling Instructor seminar in the past two years?  
Yes  
No

43a. How many League Cycling Instructors are there in your community?  

43b. List League Cycling Instructors that have taught at least one class during the past 12 months. (250 word limit)

44. Which of the following groups of professional drivers have training that includes information on sharing the road with cyclists? 
Check all that apply  
- City staff  
- Taxi drivers  
- Transit operators  
- School bus operators  
- Delivery drivers  
- Other  
- None of the above 
If other, describe (100 word limit)

45. Describe any efforts your community has made to ensure your education programs reach traditionally underserved populations, particularly seniors, women, youth and adult minorities and non-English speakers, and persons with disabilities of all ages. (250 word limit)

46. Describe any other education efforts in your community that promote safe cycling. (500 word limit)

ENCOURAGEMENT

47. How do you promote National Bike Month/your own dedicated Bike Month? 
Check all that apply  
- Official Proclamation  
- Community Rides  
- Mayor-led/Council-led Ride  
- Public Service Announcements  
- Videos promoting bicycling on community website/TV channel  
- Publish a guide to Bike Month Events  
- Bike Month Website  
- Commuter Challenge  
- Bike Commuter energizer stations/breakfasts  
- Car-free days
Open Streets/Ciclovia/Sunday Parkways
Mentoring program for new riders
Bike valet parking at events
Bike to School Day
Bicycle-themed festival/parade/show
Public education campaign relating to cycling (e.g. with a focus on public health or environmental benefits)
Trail construction or maintenance day
Other
No promotion
If other, describe (250 word limit)

47a. What percentage of the population participate in Bike Month events?

47b. Do you actively promote Bike to Work Day or other bicycle commuting incentive programs?
Yes
No
If yes, describe (500 word limit)

47c. Approximately what percentage of the community workforce do you reach on Bike to Work Day?
None
1-25%
26-50%
51-75%
76% or more

48. How do you promote bicycling outside of your official Bike Month?
Check all that apply
Community and charity rides
Mayor-led/Council-led Rides
Videos on bicycling on community website/TV channel
Public Service Announcements
Trail construction or maintenance day
Open Streets/Ciclovia/Sunday Parkways
Commuter Challenge
Business program that provides discounts for customers arriving by bicycle
Triathlons and bicycle races
Bike commuter events
Car-free days
Publish a guide to community bicycle events
Mentoring program for new riders
Bike valet parking at events
Bike to School Day
Bicycle-themed festivals/parades/shows
Public education campaign relating to cycling (e.g. with a focus on public health or environmental benefits)
Community celebration/ride each time a bicycle project is completed
SPRING 2014 APPLICATION
For review only. Only applications submitted online will be considered for designation.

☐ Other
☐ No promotion
If other, describe (250 word limit)

49. List the signature cycling events that occur in your community. (250 word limit)

49a. How does the municipality sponsor or actively support these events?
Check all that apply
☐ Organize the event
☐ Fund event
☐ Contribute in-kind funding (i.e. police presence, closing roads, etc)
☐ Assist in promoting the event
☐ Other
☐ No support/ Not applicable
If other, please describe (100 word limit)

50. Does your local tourism board or chamber of commerce promote bicycling in your area?
Yes
No
If yes, describe (250 word limit)

51. Are there cycling clubs in your community?
Check all that apply
☐ Recreational bike clubs
☐ Mountain bike clubs
☐ Friends of the Trail groups
☐ National Mountain Bike Patrol
☐ Racing clubs or teams
☐ Other
☐ No
If other, describe (100 word limit)

51a. List the names of the clubs.
(500 word limit)

52. How many specialty bicycle retailers (shops dedicated primarily to selling bikes and bike-related equipment) are there in your community?

52a. List their names.
(250 word limit)

53. Which of these bicycling amenities do you have in your community?
Check all that apply
☐ BMX track
☐ Velodrome
☐ Cyclocross course
☐ Mountain bike park
☐ Pump tracks
☐ Themed Loop route(s) around the community
☐ Other
☐ None
If other, describe (100 word limit)

53a. Is there a skate park in your community?
Yes
No
If yes, do bikes have access to the skate park?
☐ Always
☐ Sometimes
☐ Never

54. Are there opportunities to rent bicycles in your community?
Yes
No

55. Does your community currently have a bike sharing program that is open to the general public?
Yes
No
Launching this year

55a. If yes, please provide details about the system below.
How many bikes are in the system?
How many stations are in the system?
How many trips are being made annually?

56. Do you have any current League of American Bicyclists designated Bicycle Friendly Businesses in your community?
Yes
No
If yes, list the names of the businesses and their award level. (250 word limit)

57. Do you have any current League of American Bicyclists designated Bicycle Friendly Universities in your community?
Yes
No
No institutions of higher education
If yes, list the names of the institutions and their award level. (250 word limit)

58. Does your community have a bike co-op or non-profit community bike shop?
Yes
No
If yes, describe its services (250 word limit)
58a. If yes, does the co-op/non-profit community bike shop receive support from the local government?
☐ Grants
☐ Free or subsidized property/space
☐ Contracts for services, e.g. bicycle skills or maintenance education, event support, etc
☐ Other
If other, describe *(250 word limit)*

59. Does your community have youth recreation and/or intervention programs centered on bicycling? *Check all that apply*
☐ Recycle a Bicycle
☐ Trips for Kids chapter
☐ Earn a Bike program
☐ Bike co-op or Community Cycling Center
☐ Other
☐ None
If other, describe *(100 word limit)*

60. What mapping and route finding information is available for your community, which has been updated in the last 18 months? *Check all that apply*
☐ Online route finding service
☐ Online bike map outlining existing bike infrastructure (by type), public restrooms and other bicycle amenities
☐ Printed bike map outlining existing bike infrastructure (by type), public restrooms and other bicycle amenities
☐ Printed mountain bike trails map
☐ Printed greenways and trails map
☐ Smart phone app
☐ None of the above

61. Describe any other programs or policies your community has to encourage cycling. *(500 word limit)*

ENFORCEMENT

62. How does your police department interact with the local cycling community? *Check all that apply*
☐ A police officer is an active member of bicycle advisory committee
☐ Identified law-enforcement point person to interact with cyclists
☐ No current formal interaction
☐ Other
If other, describe *(100 word limit)*
63. What kind of training is offered to police officers regarding traffic law as it applies to bicyclists?
Check all that apply
☐ Basic academy training
☐ International Police Mountain Bike Association training
☐ Law Enforcement Bicycle Association training
☐ National Highway Traffic Safety Administration Law Enforcement Training
☐ Completion of Smart Cycling course by one or more officers
☐ Presentation by League Cycling Instructor or local cyclist
☐ Institute for Police Training and Development bicycle training
☐ No training offered

64. What enforcement programs that target improving cyclist safety are in place?
Check all that apply
☐ Helmet giveaways
☐ Light giveaways
☐ Bike lock giveaways
☐ Targeting motorist infractions
☐ Targeting cyclist infractions
☐ Positive enforcement ticketing
☐ Share the road campaigns
☐ Other
☐ None of the above
If other, describe (100 word limit)

65. What percentage of patrol officers are on bikes?
None
1 - 10%
10 - 20%
30 - 40%
40 - 50%
More than 50%

66. Are any other public safety (e.g. EMS) employees on bikes?
Yes
No
If yes, describe (50 word limit)

67. Do police officers report cyclist crash data or potential hazards to traffic engineers and planners to identify sites in need of safety improvements for cyclists?
Yes
No

68. Which of the following safety services and amenities are available in your community?
☐ Emergency call boxes/phones along trails
☐ Trail watch programs/Trail patrols
☐ Street lighting on most arterials
☐ Street lighting on most non-arterials
□ Lighting of most shared-use paths
□ Stolen or impounded bikes recovery system or assistance
□ Non-mandatory bike registration
□ None of the above

69. Are there any local or state ordinances that protect cyclists?  
Check all that apply
□ Specific penalties for failing to yield to a cyclist when turning
□ It is illegal to park or drive in a bike lane (intersections excepted)
□ Penalties for motor vehicle users that 'door' cyclists
□ Ban on cell phone use while driving
□ Ban on texting while driving
□ Photo enforcement for red lights and/or speed
□ Vulnerable road user law
□ Safe passing distance law
□ It is illegal to harass a cyclist
□ Other
□ None of the above
If other, describe (250 word limit)

70. Do your local ordinances place any restrictions on cyclists?  
Check all that apply
□ Local law requires cyclists to use side paths regardless of their usability
□ Local law requires cyclists to use bike lanes when provided
□ Local law requires that cyclists are required to ride as far to the right of the road as practicable without exceptions
□ Local or school policies restrict youths from riding to school
□ Other
□ None of the above
If other, describe (100 word limit)

71. Describe any other enforcement programs or policies relating to cycling.  
(500 word limit)

EVALUATION AND PLANNING

72. Does your community have a comprehensive bicycle master plan or similar section in another document?  
Yes
No
Currently under preparation

72a. If yes, please provide details about the plan below.  
Provide a link to the plan or describe. (250 word limit)
When was it passed or most recently updated?
Is there a dedicated funding source for implementation?
□ Yes
□ No
If yes, describe the funding source and designated amount *(250 word limit)*

What percentage of the current plan has been implemented?

Are you meeting annual target goals for implementation?

Yes  
No

73. Do you have a trails master plan that addresses mountain bike access?

Yes  
No  
If yes, provide the link to the plan or describe. *(250 word limit)*

74. Is there formal cooperation between the mountain biking community and the community recreation and planning staff?

Yes  
No  
If yes, describe *(100 word limit)*

75. Does your community have an on-going bicycle counting and/or survey program that allows for long-term trend analysis of cycling trips (e.g. participation in the National Bicycle and Pedestrian Documentation Project)?

☐ Yes  
☐ No  
If yes, please describe the most recent results. *(250 word limit)*

75a. If yes, do the counts capture the gender of cyclists?

☐ Yes  
☐ No  
If yes, please describe the most recent results. *(100 word limit)*

76. Does your community routinely conduct pre/post evaluations of bicycle-related road projects?

☐ Yes  
☐ No  
If yes, please describe the results. *(250 word limit)*

77. Does your community establish target goals for bicycle use, e.g. a certain bicycle mode share level?

☐ Yes  
☐ No  
If yes, please describe *(250 word limit)*

78. What is the most current journey-to-work data for your community? *Tip: Search for topic B08301 (Means of Transportation to Work) for your community on the American FactFinder website (Advanced Search). Choose the most recent data set available for your community. Divide the total number of bicycle/pedestrian/transit commuters by the total number of commuters and multiply the result by 100. Bicycling (in %)*
Percentage of bicycle commuters who are women (See topic Bo8006. Choose the most recent data set available for your community. Divide the total number of women bicycle commuters by the total number of bicycle commuters and multiply the result by 100.)

Walking (in %)
Transit (in %)

79. What is the average commuting distance to work for residents of your community? Tip: This data is not available nationally and needs to be collected locally (or estimated).

- □ Less than 2 miles
- □ 2-5 miles
- □ 5-10 miles
- □ Above 10 miles

80. What percent of children commute to school by bicycle? Tip: This data is not available nationally and needs to be collected locally.

Elementary (in %)
Middle School (in %)
High School (in %)

81. How many cyclists have been involved in a crash in your community in the past five years involving a motor vehicle?

81a. How many cyclist fatalities have occurred in your community in the past five years involving a motor vehicle?

81b. Do you have a specific plan or program to reduce these numbers?

- Yes
- No
If yes, describe (250 word limit)

82. Do you measure the Bicycle Level of Service of roads and/or intersections?

- □ Yes
- □ No
If yes, please describe your methodology and recent results. (250 word limit)

83. Do you have community-wide trip reduction policies or programs?

- Yes
- No
If yes, describe the policy/program and the results. (250 word limit)

83a. Does the program use individualized marketing to identify and support current and potential bike commuters in your community?

- Yes
- No
If yes, describe the program and the results. (250 word limit)
84. Have you done an economic impact study on bicycling in your community?
Yes
No
If yes, describe the results. (250 word limit)

85. Do you have a mechanism to ensure bicycle facilities, programs and encouragement efforts are implemented in traditionally underserved neighborhoods?
Yes
No
Not applicable
If yes, describe (250 word limit)

86. Describe any other programs or policies that your community uses to evaluate and/or plan bicycling conditions, programs, and facilities. (500 word limit)

FINAL OVERVIEW

87. What are the three primary reasons your community deserves to be designated a Bicycle Friendly Community?
Reason One (250 word limit)
Reason Two (250 word limit)
Reason Three (250 word limit)

88. What are the three aspects of your community most in need of improvement in order to accommodate bicyclists?
Aspect One (100 word limit)
Aspect Two (100 word limit)
Aspect Three (100 word limit)

89. Has completing this application made you more aware of what your community needs to do to be bicycle friendly?
Yes
No
If yes, describe (250 word limit)

90. Are you planning any new projects based on your completion of the Bicycle Friendly Community application?
Yes
No
If yes, describe (250 word limit)

Submit any documents that you would like to provide in support of your application, including at least five high resolution photos (1-2MB) here. You can submit up to 5 files at the time and there is no limit on how many files can be submitted. By submitting photos, the League of American Bicyclists has the right to use your photos to promote bicycling. Please note that the files will submit immediately and will not appear as an attachment.
We often get requests for model BFC applications from aspiring communities. Would you be willing to share your application?

**Yes**

**No**

How have you heard about the BFC program?
<table>
<thead>
<tr>
<th>Community</th>
<th>State</th>
<th>Award Level</th>
<th>Population</th>
<th>Fall 2013</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boulder</td>
<td>CO</td>
<td>Platinum</td>
<td>101,500</td>
<td></td>
</tr>
<tr>
<td>Davis</td>
<td>CA</td>
<td>Platinum</td>
<td>63,722</td>
<td></td>
</tr>
<tr>
<td>Fort Collins</td>
<td>CO</td>
<td>Platinum</td>
<td>143,986</td>
<td></td>
</tr>
<tr>
<td>Portland</td>
<td>OR</td>
<td>Platinum</td>
<td>593,820</td>
<td></td>
</tr>
<tr>
<td>Ashland</td>
<td>OR</td>
<td>Gold</td>
<td>20,232</td>
<td></td>
</tr>
<tr>
<td>Breckenridge</td>
<td>CO</td>
<td>Gold</td>
<td>4,540</td>
<td></td>
</tr>
<tr>
<td>Cambridge</td>
<td>MA</td>
<td>Gold</td>
<td>105,162</td>
<td></td>
</tr>
<tr>
<td>Corvallis</td>
<td>OR</td>
<td>Gold</td>
<td>53,165</td>
<td></td>
</tr>
<tr>
<td>Crested Butte</td>
<td>CO</td>
<td>Gold</td>
<td>1,497</td>
<td></td>
</tr>
<tr>
<td>Durango</td>
<td>CO</td>
<td>Gold</td>
<td>16,887</td>
<td></td>
</tr>
<tr>
<td>Eugene</td>
<td>OR</td>
<td>Gold</td>
<td>142,681</td>
<td></td>
</tr>
<tr>
<td>Jackson and Teton County</td>
<td>WY</td>
<td>Gold</td>
<td>18,251</td>
<td></td>
</tr>
<tr>
<td>Madison</td>
<td>WI</td>
<td>Gold</td>
<td>221,551</td>
<td></td>
</tr>
<tr>
<td>Minneapolis</td>
<td>MN</td>
<td>Gold</td>
<td>379,499</td>
<td></td>
</tr>
<tr>
<td>Missoula</td>
<td>MT</td>
<td>Gold</td>
<td>66,788</td>
<td></td>
</tr>
<tr>
<td>Palo Alto</td>
<td>CA</td>
<td>Gold</td>
<td>64,403</td>
<td></td>
</tr>
<tr>
<td>San Francisco</td>
<td>CA</td>
<td>Gold</td>
<td>739,426</td>
<td></td>
</tr>
<tr>
<td>Scottsdale</td>
<td>AZ</td>
<td>Gold</td>
<td>217,385</td>
<td></td>
</tr>
<tr>
<td>Seattle</td>
<td>WA</td>
<td>Gold</td>
<td>563,374</td>
<td></td>
</tr>
<tr>
<td>Stanford University</td>
<td>CA</td>
<td>Gold</td>
<td>13,315</td>
<td></td>
</tr>
<tr>
<td>Steamboat Springs</td>
<td>CO</td>
<td>Gold</td>
<td>12,088</td>
<td></td>
</tr>
<tr>
<td>Tucson &amp; East Pima Region</td>
<td>AZ</td>
<td>Gold</td>
<td>512,023</td>
<td></td>
</tr>
<tr>
<td>Coronado</td>
<td>CA</td>
<td>Silver</td>
<td>24967</td>
<td>New</td>
</tr>
<tr>
<td>Salida</td>
<td>CO</td>
<td>Silver</td>
<td>5274</td>
<td>New</td>
</tr>
<tr>
<td>Ada County</td>
<td>ID</td>
<td>Silver</td>
<td>392,365</td>
<td></td>
</tr>
<tr>
<td>Alexandria</td>
<td>VA</td>
<td>Silver</td>
<td>140,024</td>
<td>Moved up</td>
</tr>
<tr>
<td>Anchorage</td>
<td>AK</td>
<td>Silver</td>
<td>296,197</td>
<td></td>
</tr>
<tr>
<td>Ann Arbor</td>
<td>MI</td>
<td>Silver</td>
<td>114,028</td>
<td></td>
</tr>
<tr>
<td>Arcata</td>
<td>CA</td>
<td>Silver</td>
<td>17,321</td>
<td></td>
</tr>
<tr>
<td>Arlington</td>
<td>VA</td>
<td>Silver</td>
<td>210,280</td>
<td></td>
</tr>
<tr>
<td>Aspen</td>
<td>CO</td>
<td>Silver</td>
<td>6,100</td>
<td></td>
</tr>
<tr>
<td>Austin</td>
<td>TX</td>
<td>Silver</td>
<td>681,804</td>
<td></td>
</tr>
<tr>
<td>Bellingham</td>
<td>WA</td>
<td>Silver</td>
<td>73,460</td>
<td></td>
</tr>
<tr>
<td>Bend</td>
<td>OR</td>
<td>Silver</td>
<td>77,455</td>
<td></td>
</tr>
<tr>
<td>Bloomington</td>
<td>IN</td>
<td>Silver</td>
<td>69,107</td>
<td></td>
</tr>
<tr>
<td>Boston</td>
<td>MA</td>
<td>Silver</td>
<td>645,169</td>
<td></td>
</tr>
<tr>
<td>Bozeman</td>
<td>MT</td>
<td>Silver</td>
<td>37,280</td>
<td></td>
</tr>
<tr>
<td>Community</td>
<td>State</td>
<td>Award Level</td>
<td>Population</td>
<td>Fall 2013</td>
</tr>
<tr>
<td>---------------------------------</td>
<td>---------</td>
<td>-------------</td>
<td>------------</td>
<td>-----------------</td>
</tr>
<tr>
<td>Burlington</td>
<td>VT</td>
<td>Silver</td>
<td>42,417</td>
<td></td>
</tr>
<tr>
<td>Calistoga</td>
<td>CA</td>
<td>Silver</td>
<td>5,300</td>
<td>Moved up</td>
</tr>
<tr>
<td>Charlottesville</td>
<td>VA</td>
<td>Silver</td>
<td>43,475</td>
<td></td>
</tr>
<tr>
<td>Carrboro</td>
<td>NC</td>
<td>Silver</td>
<td>18,162</td>
<td></td>
</tr>
<tr>
<td>Chicago</td>
<td>IL</td>
<td>Silver</td>
<td>2,896,016</td>
<td></td>
</tr>
<tr>
<td>Chico</td>
<td>CA</td>
<td>Silver</td>
<td>79,000</td>
<td></td>
</tr>
<tr>
<td>Claremont</td>
<td>CA</td>
<td>Silver</td>
<td>36,612</td>
<td></td>
</tr>
<tr>
<td>Colorado Springs</td>
<td>CO</td>
<td>Silver</td>
<td>360,890</td>
<td></td>
</tr>
<tr>
<td>Columbia</td>
<td>MO</td>
<td>Silver</td>
<td>102,324</td>
<td></td>
</tr>
<tr>
<td>Denver</td>
<td>CO</td>
<td>Silver</td>
<td>598,707</td>
<td></td>
</tr>
<tr>
<td>Evanston</td>
<td>IL</td>
<td>Silver</td>
<td>74,486</td>
<td></td>
</tr>
<tr>
<td>Flagstaff</td>
<td>AZ</td>
<td>Silver</td>
<td>57,391</td>
<td></td>
</tr>
<tr>
<td>Folsom</td>
<td>CA</td>
<td>Silver</td>
<td>63,960</td>
<td></td>
</tr>
<tr>
<td>Gainesville</td>
<td>FL</td>
<td>Silver</td>
<td>117,182</td>
<td></td>
</tr>
<tr>
<td>Gunnison</td>
<td>CO</td>
<td>Silver</td>
<td>5,854</td>
<td></td>
</tr>
<tr>
<td>Houghton</td>
<td>MI</td>
<td>Silver</td>
<td>8,238</td>
<td>Moved up</td>
</tr>
<tr>
<td>Hilton Head Island</td>
<td>SC</td>
<td>Silver</td>
<td>33,862</td>
<td></td>
</tr>
<tr>
<td>Iowa City</td>
<td>IA</td>
<td>Silver</td>
<td>68,947</td>
<td></td>
</tr>
<tr>
<td>Irvine</td>
<td>CA</td>
<td>Silver</td>
<td>223,729</td>
<td></td>
</tr>
<tr>
<td>La Crosse</td>
<td>WI</td>
<td>Silver</td>
<td>51,818</td>
<td></td>
</tr>
<tr>
<td>Long Beach</td>
<td>CA</td>
<td>Silver</td>
<td>466,520</td>
<td></td>
</tr>
<tr>
<td>Longmont</td>
<td>CO</td>
<td>Silver</td>
<td>87,461</td>
<td></td>
</tr>
<tr>
<td>Menlo Park</td>
<td>CA</td>
<td>Silver</td>
<td>30,648</td>
<td>Moved up</td>
</tr>
<tr>
<td>Moab City and Grand County</td>
<td>UT</td>
<td>Silver</td>
<td>14,271</td>
<td></td>
</tr>
<tr>
<td>Mountain View</td>
<td>CA</td>
<td>Silver</td>
<td>70,708</td>
<td></td>
</tr>
<tr>
<td>New York</td>
<td>NY</td>
<td>Silver</td>
<td>8,143,197</td>
<td></td>
</tr>
<tr>
<td>Olympia</td>
<td>WA</td>
<td>Silver</td>
<td>44,460</td>
<td></td>
</tr>
<tr>
<td>Park City and Snyderville Basin</td>
<td>UT</td>
<td>Silver</td>
<td>20,671</td>
<td></td>
</tr>
<tr>
<td>Philadelphia</td>
<td>PA</td>
<td>Silver</td>
<td>1,454,382</td>
<td></td>
</tr>
<tr>
<td>Port Townsend</td>
<td>WA</td>
<td>Silver</td>
<td>8,334</td>
<td></td>
</tr>
<tr>
<td>Presidio of San Francisco</td>
<td>CA</td>
<td>Silver</td>
<td>3,000</td>
<td></td>
</tr>
<tr>
<td>Redmond</td>
<td>WA</td>
<td>Silver</td>
<td>49,637</td>
<td></td>
</tr>
<tr>
<td>Sacramento</td>
<td>CA</td>
<td>Silver</td>
<td>456,394</td>
<td></td>
</tr>
<tr>
<td>Salt Lake City</td>
<td>UT</td>
<td>Silver</td>
<td>181,743</td>
<td></td>
</tr>
<tr>
<td>San Luis Obispo</td>
<td>CA</td>
<td>Silver</td>
<td>43,766</td>
<td></td>
</tr>
<tr>
<td>Santa Cruz</td>
<td>CA</td>
<td>Silver</td>
<td>54,593</td>
<td></td>
</tr>
<tr>
<td>Santa Fe</td>
<td>NM</td>
<td>Silver</td>
<td>67,947</td>
<td>Moved up</td>
</tr>
<tr>
<td>Santa Monica</td>
<td>CA</td>
<td>Silver</td>
<td>89,700</td>
<td></td>
</tr>
<tr>
<td>Community</td>
<td>State</td>
<td>Award Level</td>
<td>Population</td>
<td>Fall 2013</td>
</tr>
<tr>
<td>----------------------</td>
<td>-------</td>
<td>-------------</td>
<td>------------</td>
<td>-------------------</td>
</tr>
<tr>
<td>Sisters</td>
<td>OR</td>
<td>Silver</td>
<td>1,925</td>
<td></td>
</tr>
<tr>
<td>Somerville</td>
<td>MA</td>
<td>Silver</td>
<td>77,478</td>
<td>Moved up</td>
</tr>
<tr>
<td>Tempe</td>
<td>AZ</td>
<td>Silver</td>
<td>172,589</td>
<td></td>
</tr>
<tr>
<td>Vail</td>
<td>CO</td>
<td>Silver</td>
<td>4,806</td>
<td>Moved up</td>
</tr>
<tr>
<td>Venice</td>
<td>FL</td>
<td>Silver</td>
<td>22,146</td>
<td></td>
</tr>
<tr>
<td>Washington</td>
<td>DC</td>
<td>Silver</td>
<td>599,657</td>
<td></td>
</tr>
<tr>
<td>Wood River Valley</td>
<td>ID</td>
<td>Silver</td>
<td>12,506</td>
<td></td>
</tr>
<tr>
<td>Anacortes</td>
<td>WA</td>
<td>Bronze</td>
<td>16,800</td>
<td>New</td>
</tr>
<tr>
<td>Batavia</td>
<td>IL</td>
<td>Bronze</td>
<td>26,045</td>
<td>New</td>
</tr>
<tr>
<td>Broward County</td>
<td>FL</td>
<td>Bronze</td>
<td>1,80,000</td>
<td>New</td>
</tr>
<tr>
<td>Buffalo</td>
<td>NY</td>
<td>Bronze</td>
<td>261,610</td>
<td>New</td>
</tr>
<tr>
<td>Clayton</td>
<td>MO</td>
<td>Bronze</td>
<td>15,936</td>
<td>New</td>
</tr>
<tr>
<td>Cleveland Heights</td>
<td>OH</td>
<td>Bronze</td>
<td>46,121</td>
<td>New</td>
</tr>
<tr>
<td>Dublin</td>
<td>OH</td>
<td>Bronze</td>
<td>41,751</td>
<td>New</td>
</tr>
<tr>
<td>Duluth</td>
<td>MN</td>
<td>Bronze</td>
<td>86,265</td>
<td>New</td>
</tr>
<tr>
<td>Elmhurst</td>
<td>IL</td>
<td>Bronze</td>
<td>46,371</td>
<td>New</td>
</tr>
<tr>
<td>Eureka</td>
<td>CA</td>
<td>Bronze</td>
<td>27127</td>
<td>New</td>
</tr>
<tr>
<td>Ferguson</td>
<td>MO</td>
<td>Bronze</td>
<td>20936</td>
<td>New</td>
</tr>
<tr>
<td>Grand Marais</td>
<td>MN</td>
<td>Bronze</td>
<td>1,351</td>
<td>New</td>
</tr>
<tr>
<td>Helena</td>
<td>MT</td>
<td>Bronze</td>
<td>29134</td>
<td>New</td>
</tr>
<tr>
<td>Houston</td>
<td>TX</td>
<td>Bronze</td>
<td>2,160,821</td>
<td>New</td>
</tr>
<tr>
<td>Jekyll Island</td>
<td>GA</td>
<td>Bronze</td>
<td>877</td>
<td>New</td>
</tr>
<tr>
<td>Lakewood</td>
<td>OH</td>
<td>Bronze</td>
<td>51,724</td>
<td>New</td>
</tr>
<tr>
<td>Montclair</td>
<td>NJ</td>
<td>Bronze</td>
<td>37,726</td>
<td>New</td>
</tr>
<tr>
<td>Montpelier</td>
<td>VT</td>
<td>Bronze</td>
<td>7,855</td>
<td>New</td>
</tr>
<tr>
<td>Newport</td>
<td>RI</td>
<td>Bronze</td>
<td>24,672</td>
<td>New</td>
</tr>
<tr>
<td>Ogden</td>
<td>UT</td>
<td>Bronze</td>
<td>83,800</td>
<td>New</td>
</tr>
<tr>
<td>Onalaska</td>
<td>WI</td>
<td>Bronze</td>
<td>17,736</td>
<td>New</td>
</tr>
<tr>
<td>Princeton</td>
<td>NJ</td>
<td>Bronze</td>
<td>28,572</td>
<td>New</td>
</tr>
<tr>
<td>Reston</td>
<td>VA</td>
<td>Bronze</td>
<td>58,404</td>
<td>New</td>
</tr>
<tr>
<td>Richfield</td>
<td>MN</td>
<td>Bronze</td>
<td>35,228</td>
<td>New</td>
</tr>
<tr>
<td>Savannah</td>
<td>GA</td>
<td>Bronze</td>
<td>136,650</td>
<td>New</td>
</tr>
<tr>
<td>Stevens Point</td>
<td>WI</td>
<td>Bronze</td>
<td>26,717</td>
<td>New</td>
</tr>
<tr>
<td>West Sacramento</td>
<td>CA</td>
<td>Bronze</td>
<td>48744</td>
<td>New</td>
</tr>
<tr>
<td>Williamsburg</td>
<td>VA</td>
<td>Bronze</td>
<td>14,067</td>
<td>New</td>
</tr>
<tr>
<td>Winona</td>
<td>MN</td>
<td>Bronze</td>
<td>27592</td>
<td>New</td>
</tr>
<tr>
<td>Winston–Salem</td>
<td>NC</td>
<td>Bronze</td>
<td>229,617</td>
<td>New</td>
</tr>
<tr>
<td>Alameda</td>
<td>CA</td>
<td>Bronze</td>
<td>73,812</td>
<td>New</td>
</tr>
<tr>
<td>Community</td>
<td>State</td>
<td>Award Level</td>
<td>Population</td>
<td>Fall 2013</td>
</tr>
<tr>
<td>-------------------------------</td>
<td>-------</td>
<td>-------------</td>
<td>------------</td>
<td>-----------</td>
</tr>
<tr>
<td>Albany</td>
<td>OR</td>
<td>Bronze</td>
<td>48,770</td>
<td></td>
</tr>
<tr>
<td>Albuquerque</td>
<td>NM</td>
<td>Bronze</td>
<td>448,607</td>
<td></td>
</tr>
<tr>
<td>Appleton</td>
<td>WI</td>
<td>Bronze</td>
<td>72,563</td>
<td></td>
</tr>
<tr>
<td>Arlington</td>
<td>MA</td>
<td>Bronze</td>
<td>42,844</td>
<td></td>
</tr>
<tr>
<td>Arvada</td>
<td>CO</td>
<td>Bronze</td>
<td>107,050</td>
<td></td>
</tr>
<tr>
<td>Asheville</td>
<td>NC</td>
<td>Bronze</td>
<td>83,393</td>
<td></td>
</tr>
<tr>
<td>Athens-Clarke County</td>
<td>GA</td>
<td>Bronze</td>
<td>115,000</td>
<td></td>
</tr>
<tr>
<td>Auburn</td>
<td>AL</td>
<td>Bronze</td>
<td>52,205</td>
<td></td>
</tr>
<tr>
<td>Bainbridge Island</td>
<td>WA</td>
<td>Bronze</td>
<td>20,300</td>
<td></td>
</tr>
<tr>
<td>Baltimore</td>
<td>MD</td>
<td>Bronze</td>
<td>631,000</td>
<td></td>
</tr>
<tr>
<td>Bath</td>
<td>ME</td>
<td>Bronze</td>
<td>8,493</td>
<td></td>
</tr>
<tr>
<td>Baton Rouge</td>
<td>LA</td>
<td>Bronze</td>
<td>440,171</td>
<td></td>
</tr>
<tr>
<td>Beaverton</td>
<td>OR</td>
<td>Bronze</td>
<td>79,350</td>
<td></td>
</tr>
<tr>
<td>Bemidji</td>
<td>MN</td>
<td>Bronze</td>
<td>13,431</td>
<td></td>
</tr>
<tr>
<td>Bentonville</td>
<td>AR</td>
<td>Bronze</td>
<td>35,301</td>
<td></td>
</tr>
<tr>
<td>Bethesda</td>
<td>MD</td>
<td>Bronze</td>
<td>57,319</td>
<td></td>
</tr>
<tr>
<td>Billings</td>
<td>MT</td>
<td>Bronze</td>
<td>100,147</td>
<td></td>
</tr>
<tr>
<td>Boca Raton</td>
<td>FL</td>
<td>Bronze</td>
<td>83,960</td>
<td></td>
</tr>
<tr>
<td>Brentwood</td>
<td>CA</td>
<td>Bronze</td>
<td>40,007</td>
<td></td>
</tr>
<tr>
<td>Brunswick</td>
<td>ME</td>
<td>Bronze</td>
<td>21,820</td>
<td></td>
</tr>
<tr>
<td>Carbondale</td>
<td>CO</td>
<td>Bronze</td>
<td>5,196</td>
<td></td>
</tr>
<tr>
<td>Carmel</td>
<td>IN</td>
<td>Bronze</td>
<td>70,000</td>
<td></td>
</tr>
<tr>
<td>Cary</td>
<td>NC</td>
<td>Bronze</td>
<td>119,745</td>
<td></td>
</tr>
<tr>
<td>Castle Rock</td>
<td>CO</td>
<td>Bronze</td>
<td>50,028</td>
<td></td>
</tr>
<tr>
<td>Cedar Falls</td>
<td>IA</td>
<td>Bronze</td>
<td>39,387</td>
<td></td>
</tr>
<tr>
<td>Cedar Rapids</td>
<td>IA</td>
<td>Bronze</td>
<td>12,649</td>
<td></td>
</tr>
<tr>
<td>Champaign</td>
<td>IL</td>
<td>Bronze</td>
<td>81,055</td>
<td></td>
</tr>
<tr>
<td>Chandler</td>
<td>AZ</td>
<td>Bronze</td>
<td>252,257</td>
<td></td>
</tr>
<tr>
<td>Chapel Hill</td>
<td>NC</td>
<td>Bronze</td>
<td>55,616</td>
<td></td>
</tr>
<tr>
<td>Charleston</td>
<td>SC</td>
<td>Bronze</td>
<td>124,000</td>
<td></td>
</tr>
<tr>
<td>Charlotte</td>
<td>NC</td>
<td>Bronze</td>
<td>648,387</td>
<td></td>
</tr>
<tr>
<td>Chattanooga</td>
<td>TN</td>
<td>Bronze</td>
<td>167,674</td>
<td></td>
</tr>
<tr>
<td>Cincinnati</td>
<td>OH</td>
<td>Bronze</td>
<td>297,000</td>
<td></td>
</tr>
<tr>
<td>Cleveland</td>
<td>OH</td>
<td>Bronze</td>
<td>396,815</td>
<td></td>
</tr>
<tr>
<td>Coeur d'Alene</td>
<td>ID</td>
<td>Bronze</td>
<td>41,983</td>
<td></td>
</tr>
<tr>
<td>Columbia</td>
<td>SC</td>
<td>Bronze</td>
<td>129,272</td>
<td></td>
</tr>
<tr>
<td>Columbus</td>
<td>IN</td>
<td>Bronze</td>
<td>44,061</td>
<td></td>
</tr>
<tr>
<td>Columbus</td>
<td>OH</td>
<td>Bronze</td>
<td>748,000</td>
<td></td>
</tr>
<tr>
<td>Community</td>
<td>State</td>
<td>Award Level</td>
<td>Population</td>
<td>Fall 2013</td>
</tr>
<tr>
<td>--------------------</td>
<td>-------</td>
<td>-------------</td>
<td>------------</td>
<td>-----------</td>
</tr>
<tr>
<td>Concord</td>
<td>NH</td>
<td>Bronze</td>
<td>43,225</td>
<td></td>
</tr>
<tr>
<td>Conway</td>
<td>AR</td>
<td>Bronze</td>
<td>59,511</td>
<td></td>
</tr>
<tr>
<td>Cottonwood</td>
<td>AZ</td>
<td>Bronze</td>
<td>12,426</td>
<td></td>
</tr>
<tr>
<td>Cupertino</td>
<td>CA</td>
<td>Bronze</td>
<td>50,479</td>
<td></td>
</tr>
<tr>
<td>Davidson</td>
<td>NC</td>
<td>Bronze</td>
<td>10,300</td>
<td></td>
</tr>
<tr>
<td>Dayton</td>
<td>OH</td>
<td>Bronze</td>
<td>154,200</td>
<td></td>
</tr>
<tr>
<td>Decatur</td>
<td>GA</td>
<td>Bronze</td>
<td>19,335</td>
<td></td>
</tr>
<tr>
<td>Des Moines</td>
<td>IA</td>
<td>Bronze</td>
<td>203,433</td>
<td></td>
</tr>
<tr>
<td>Durham</td>
<td>NC</td>
<td>Bronze</td>
<td>212,789</td>
<td></td>
</tr>
<tr>
<td>Eastern Placer County</td>
<td>CA</td>
<td>Bronze</td>
<td>11,050</td>
<td></td>
</tr>
<tr>
<td>Eau Claire</td>
<td>WI</td>
<td>Bronze</td>
<td>101,353</td>
<td></td>
</tr>
<tr>
<td>Emeryville</td>
<td>CA</td>
<td>Bronze</td>
<td>10,080</td>
<td></td>
</tr>
<tr>
<td>Fayetteville</td>
<td>AR</td>
<td>Bronze</td>
<td>67,158</td>
<td></td>
</tr>
<tr>
<td>Fernandina Beach</td>
<td>FL</td>
<td>Bronze</td>
<td>11,510</td>
<td></td>
</tr>
<tr>
<td>Fitchburg</td>
<td>WI</td>
<td>Bronze</td>
<td>25,260</td>
<td></td>
</tr>
<tr>
<td>Fort Wayne</td>
<td>IN</td>
<td>Bronze</td>
<td>253,691</td>
<td></td>
</tr>
<tr>
<td>Franklin</td>
<td>PA</td>
<td>Bronze</td>
<td>7,212</td>
<td></td>
</tr>
<tr>
<td>Frederick</td>
<td>MD</td>
<td>Bronze</td>
<td>65,239</td>
<td></td>
</tr>
<tr>
<td>Fresno</td>
<td>CA</td>
<td>Bronze</td>
<td>500,121</td>
<td></td>
</tr>
<tr>
<td>Gilbert</td>
<td>AZ</td>
<td>Bronze</td>
<td>211,951</td>
<td></td>
</tr>
<tr>
<td>Golden</td>
<td>CO</td>
<td>Bronze</td>
<td>18,026</td>
<td></td>
</tr>
<tr>
<td>Goshen</td>
<td>IN</td>
<td>Bronze</td>
<td>31,719</td>
<td></td>
</tr>
<tr>
<td>Grand Rapids</td>
<td>MI</td>
<td>Bronze</td>
<td>688,937</td>
<td></td>
</tr>
<tr>
<td>Grand Rapids</td>
<td>MN</td>
<td>Bronze</td>
<td>10,869</td>
<td></td>
</tr>
<tr>
<td>Greater Mankato</td>
<td>MN</td>
<td>Bronze</td>
<td>52,703</td>
<td></td>
</tr>
<tr>
<td>Greeley</td>
<td>CO</td>
<td>Bronze</td>
<td>92,889</td>
<td></td>
</tr>
<tr>
<td>Greensboro</td>
<td>NC</td>
<td>Bronze</td>
<td>258,671</td>
<td></td>
</tr>
<tr>
<td>Greenville</td>
<td>SC</td>
<td>Bronze</td>
<td>57,400</td>
<td></td>
</tr>
<tr>
<td>Gresham</td>
<td>OR</td>
<td>Bronze</td>
<td>101,537</td>
<td></td>
</tr>
<tr>
<td>Harrisonburg</td>
<td>VA</td>
<td>Bronze</td>
<td>48,814</td>
<td></td>
</tr>
<tr>
<td>Hoboken</td>
<td>NJ</td>
<td>Bronze</td>
<td>50,005</td>
<td></td>
</tr>
<tr>
<td>Huntington Beach</td>
<td>CA</td>
<td>Bronze</td>
<td>202,250</td>
<td></td>
</tr>
<tr>
<td>Indianapolis</td>
<td>IN</td>
<td>Bronze</td>
<td>820,445</td>
<td></td>
</tr>
<tr>
<td>Juneau</td>
<td>AK</td>
<td>Bronze</td>
<td>30,711</td>
<td></td>
</tr>
<tr>
<td>Kansas City</td>
<td>MO</td>
<td>Bronze</td>
<td>482,228</td>
<td></td>
</tr>
<tr>
<td>Keene</td>
<td>NH</td>
<td>Bronze</td>
<td>24,769</td>
<td></td>
</tr>
<tr>
<td>Knoxville</td>
<td>TN</td>
<td>Bronze</td>
<td>177,646</td>
<td></td>
</tr>
<tr>
<td>Lakeland</td>
<td>FL</td>
<td>Bronze</td>
<td>97,422</td>
<td></td>
</tr>
<tr>
<td>Community</td>
<td>State</td>
<td>Award Level</td>
<td>Population</td>
<td>Fall 2013</td>
</tr>
<tr>
<td>---------------------------------</td>
<td>-------</td>
<td>-------------</td>
<td>------------</td>
<td>-----------</td>
</tr>
<tr>
<td>Lakewood</td>
<td>CO</td>
<td>Bronze</td>
<td>146,000</td>
<td></td>
</tr>
<tr>
<td>Lansing</td>
<td>MI</td>
<td>Bronze</td>
<td>111,304</td>
<td></td>
</tr>
<tr>
<td>Las Cruces</td>
<td>NM</td>
<td>Bronze</td>
<td>92,235</td>
<td></td>
</tr>
<tr>
<td>Lawrence</td>
<td>KS</td>
<td>Bronze</td>
<td>88,664</td>
<td></td>
</tr>
<tr>
<td>Lee's Summit</td>
<td>MO</td>
<td>Bronze</td>
<td>92,188</td>
<td></td>
</tr>
<tr>
<td>Lewes</td>
<td>DE</td>
<td>Bronze</td>
<td>2,747</td>
<td></td>
</tr>
<tr>
<td>Lexington-Fayette County</td>
<td>KY</td>
<td>Bronze</td>
<td>246,800</td>
<td></td>
</tr>
<tr>
<td>Lincoln</td>
<td>NE</td>
<td>Bronze</td>
<td>258,379</td>
<td></td>
</tr>
<tr>
<td>Los Altos</td>
<td>CA</td>
<td>Bronze</td>
<td>27,483</td>
<td></td>
</tr>
<tr>
<td>Los Angeles</td>
<td>CA</td>
<td>Bronze</td>
<td>3,792,621</td>
<td></td>
</tr>
<tr>
<td>Louisville</td>
<td>KY</td>
<td>Bronze</td>
<td>700,030</td>
<td></td>
</tr>
<tr>
<td>Manhattan</td>
<td>KS</td>
<td>Bronze</td>
<td>52,281</td>
<td></td>
</tr>
<tr>
<td>Marquette</td>
<td>MI</td>
<td>Bronze</td>
<td>21,000</td>
<td></td>
</tr>
<tr>
<td>Mesa</td>
<td>AZ</td>
<td>Bronze</td>
<td>437,454</td>
<td></td>
</tr>
<tr>
<td>Miami</td>
<td>FL</td>
<td>Bronze</td>
<td>418,480</td>
<td></td>
</tr>
<tr>
<td>Midland</td>
<td>MI</td>
<td>Bronze</td>
<td>41,863</td>
<td></td>
</tr>
<tr>
<td>Milwaukee</td>
<td>WI</td>
<td>Bronze</td>
<td>554,965</td>
<td></td>
</tr>
<tr>
<td>Morgantown</td>
<td>WV</td>
<td>Bronze</td>
<td>29,660</td>
<td></td>
</tr>
<tr>
<td>Napa</td>
<td>CA</td>
<td>Bronze</td>
<td>75,000</td>
<td></td>
</tr>
<tr>
<td>Naperville</td>
<td>IL</td>
<td>Bronze</td>
<td>128,358</td>
<td></td>
</tr>
<tr>
<td>Nashville-Davidson County</td>
<td>TN</td>
<td>Bronze</td>
<td>601,222</td>
<td></td>
</tr>
<tr>
<td>Newark</td>
<td>DE</td>
<td>Bronze</td>
<td>29,886</td>
<td></td>
</tr>
<tr>
<td>New Orleans</td>
<td>LA</td>
<td>Bronze</td>
<td>343,829</td>
<td></td>
</tr>
<tr>
<td>Newton</td>
<td>MA</td>
<td>Bronze</td>
<td>85,945</td>
<td></td>
</tr>
<tr>
<td>Norman</td>
<td>OK</td>
<td>Bronze</td>
<td>112,551</td>
<td></td>
</tr>
<tr>
<td>North Little Rock</td>
<td>AR</td>
<td>Bronze</td>
<td>60,433</td>
<td></td>
</tr>
<tr>
<td>Northampton</td>
<td>MA</td>
<td>Bronze</td>
<td>28,978</td>
<td></td>
</tr>
<tr>
<td>Oakland</td>
<td>CA</td>
<td>Bronze</td>
<td>365,875</td>
<td></td>
</tr>
<tr>
<td>Ocean City</td>
<td>NJ</td>
<td>Bronze</td>
<td>11,701</td>
<td></td>
</tr>
<tr>
<td>Oceanside</td>
<td>CA</td>
<td>Bronze</td>
<td>174,925</td>
<td></td>
</tr>
<tr>
<td>Omaha</td>
<td>NE</td>
<td>Bronze</td>
<td>408,958</td>
<td></td>
</tr>
<tr>
<td>Orange County</td>
<td>CA</td>
<td>Bronze</td>
<td>3,010,232</td>
<td></td>
</tr>
<tr>
<td>Orlando</td>
<td>FL</td>
<td>Bronze</td>
<td>205,648</td>
<td></td>
</tr>
<tr>
<td>Oxford</td>
<td>MS</td>
<td>Bronze</td>
<td>16,727</td>
<td></td>
</tr>
<tr>
<td>Paso Robles</td>
<td>CA</td>
<td>Bronze</td>
<td>30,050</td>
<td></td>
</tr>
<tr>
<td>Pittsburgh</td>
<td>PA</td>
<td>Bronze</td>
<td>316,718</td>
<td></td>
</tr>
<tr>
<td>Portage</td>
<td>MI</td>
<td>Bronze</td>
<td>46,143</td>
<td></td>
</tr>
<tr>
<td>Provo</td>
<td>UT</td>
<td>Bronze</td>
<td>117,489</td>
<td></td>
</tr>
<tr>
<td>Community</td>
<td>State</td>
<td>Award Level</td>
<td>Population</td>
<td></td>
</tr>
<tr>
<td>---------------------------------</td>
<td>---------</td>
<td>-------------</td>
<td>------------</td>
<td></td>
</tr>
<tr>
<td>Raleigh</td>
<td>NC</td>
<td>Bronze</td>
<td>405,612</td>
<td></td>
</tr>
<tr>
<td>Redding</td>
<td>CA</td>
<td>Bronze</td>
<td>89,470</td>
<td></td>
</tr>
<tr>
<td>Reno-Sparks Washoe County</td>
<td>NV</td>
<td>Bronze</td>
<td>421,407</td>
<td></td>
</tr>
<tr>
<td>Richmond</td>
<td>VA</td>
<td>Bronze</td>
<td>205,533</td>
<td></td>
</tr>
<tr>
<td>Ridgeland</td>
<td>MS</td>
<td>Bronze</td>
<td>22,809</td>
<td></td>
</tr>
<tr>
<td>River Falls</td>
<td>WI</td>
<td>Bronze</td>
<td>15,308</td>
<td></td>
</tr>
<tr>
<td>Riverside</td>
<td>CA</td>
<td>Bronze</td>
<td>311,575</td>
<td></td>
</tr>
<tr>
<td>Roanoke</td>
<td>VA</td>
<td>Bronze</td>
<td>94,911</td>
<td></td>
</tr>
<tr>
<td>Rochester</td>
<td>MN</td>
<td>Bronze</td>
<td>102,437</td>
<td></td>
</tr>
<tr>
<td>Rochester</td>
<td>NY</td>
<td>Bronze</td>
<td>210,565</td>
<td></td>
</tr>
<tr>
<td>Rock Hill</td>
<td>SC</td>
<td>Bronze</td>
<td>66,154</td>
<td></td>
</tr>
<tr>
<td>Rockville</td>
<td>MD</td>
<td>Bronze</td>
<td>61,209</td>
<td></td>
</tr>
<tr>
<td>Roseville</td>
<td>CA</td>
<td>Bronze</td>
<td>122,060</td>
<td></td>
</tr>
<tr>
<td>Roswell</td>
<td>GA</td>
<td>Bronze</td>
<td>85,920</td>
<td></td>
</tr>
<tr>
<td>Saint Paul</td>
<td>MN</td>
<td>Bronze</td>
<td>281,244</td>
<td></td>
</tr>
<tr>
<td>Salem</td>
<td>OR</td>
<td>Bronze</td>
<td>152,239</td>
<td></td>
</tr>
<tr>
<td>San Antonio</td>
<td>TX</td>
<td>Bronze</td>
<td>1,144,646</td>
<td></td>
</tr>
<tr>
<td>San Jose</td>
<td>CA</td>
<td>Bronze</td>
<td>971,372</td>
<td></td>
</tr>
<tr>
<td>Sanibel</td>
<td>FL</td>
<td>Bronze</td>
<td>6,064</td>
<td></td>
</tr>
<tr>
<td>Santa Clara</td>
<td>CA</td>
<td>Bronze</td>
<td>110,376</td>
<td></td>
</tr>
<tr>
<td>Schaumburg</td>
<td>IL</td>
<td>Bronze</td>
<td>73,346</td>
<td></td>
</tr>
<tr>
<td>Sedona</td>
<td>AZ</td>
<td>Bronze</td>
<td>10,192</td>
<td></td>
</tr>
<tr>
<td>Shawnee</td>
<td>KS</td>
<td>Bronze</td>
<td>57,628</td>
<td></td>
</tr>
<tr>
<td>Sheboygan County</td>
<td>WI</td>
<td>Bronze</td>
<td>115,507</td>
<td></td>
</tr>
<tr>
<td>Shorewood</td>
<td>WI</td>
<td>Bronze</td>
<td>13,267</td>
<td></td>
</tr>
<tr>
<td>Simsbury</td>
<td>CT</td>
<td>Bronze</td>
<td>23,256</td>
<td></td>
</tr>
<tr>
<td>Sioux Falls</td>
<td>SD</td>
<td>Bronze</td>
<td>154,000</td>
<td></td>
</tr>
<tr>
<td>Sitka</td>
<td>AK</td>
<td>Bronze</td>
<td>8,883</td>
<td></td>
</tr>
<tr>
<td>Snohomish</td>
<td>WA</td>
<td>Bronze</td>
<td>9,098</td>
<td></td>
</tr>
<tr>
<td>Sonoma</td>
<td>CA</td>
<td>Bronze</td>
<td>9,128</td>
<td></td>
</tr>
<tr>
<td>South Bend</td>
<td>IN</td>
<td>Bronze</td>
<td>100,842</td>
<td></td>
</tr>
<tr>
<td>South Lake Tahoe</td>
<td>CA</td>
<td>Bronze</td>
<td>23,609</td>
<td></td>
</tr>
<tr>
<td>South Sioux City</td>
<td>NE</td>
<td>Bronze</td>
<td>11,925</td>
<td></td>
</tr>
<tr>
<td>South Windsor</td>
<td>CT</td>
<td>Bronze</td>
<td>24,409</td>
<td></td>
</tr>
<tr>
<td>Spartanburg</td>
<td>SC</td>
<td>Bronze</td>
<td>39,487</td>
<td></td>
</tr>
<tr>
<td>Spokane</td>
<td>WA</td>
<td>Bronze</td>
<td>204,428</td>
<td></td>
</tr>
<tr>
<td>Springfield</td>
<td>MO</td>
<td>Bronze</td>
<td>156,206</td>
<td></td>
</tr>
<tr>
<td>State College - Centre Region</td>
<td>PA</td>
<td>Bronze</td>
<td>92,096</td>
<td></td>
</tr>
<tr>
<td>Community</td>
<td>State</td>
<td>Award Level</td>
<td>Population</td>
<td>Fall 2013</td>
</tr>
<tr>
<td>-----------------------------</td>
<td>-------</td>
<td>-------------</td>
<td>------------</td>
<td>-----------</td>
</tr>
<tr>
<td>Stillwater</td>
<td>OK</td>
<td>Bronze</td>
<td>45,688</td>
<td></td>
</tr>
<tr>
<td>St. Louis</td>
<td>MO</td>
<td>Bronze</td>
<td>350,759</td>
<td></td>
</tr>
<tr>
<td>St. Petersburg</td>
<td>FL</td>
<td>Bronze</td>
<td>249,090</td>
<td></td>
</tr>
<tr>
<td>Sturgeon Bay</td>
<td>WI</td>
<td>Bronze</td>
<td>9,144</td>
<td></td>
</tr>
<tr>
<td>Summit County</td>
<td>CO</td>
<td>Bronze</td>
<td>29,626</td>
<td></td>
</tr>
<tr>
<td>Sunnyvale</td>
<td>CA</td>
<td>Bronze</td>
<td>131,760</td>
<td></td>
</tr>
<tr>
<td>Tacoma</td>
<td>WA</td>
<td>Bronze</td>
<td>198,387</td>
<td></td>
</tr>
<tr>
<td>Tallahassee</td>
<td>FL</td>
<td>Bronze</td>
<td>176,336</td>
<td></td>
</tr>
<tr>
<td>Temecula</td>
<td>CA</td>
<td>Bronze</td>
<td>103,092</td>
<td></td>
</tr>
<tr>
<td>The Woodlands Township</td>
<td>TX</td>
<td>Bronze</td>
<td>97,023</td>
<td></td>
</tr>
<tr>
<td>Thousand Oaks</td>
<td>CA</td>
<td>Bronze</td>
<td>127,644</td>
<td></td>
</tr>
<tr>
<td>Tybee Island</td>
<td>GA</td>
<td>Bronze</td>
<td>3,713</td>
<td></td>
</tr>
<tr>
<td>Traverse City</td>
<td>MI</td>
<td>Bronze</td>
<td>14,532</td>
<td></td>
</tr>
<tr>
<td>Tulsa</td>
<td>OK</td>
<td>Bronze</td>
<td>384,037</td>
<td></td>
</tr>
<tr>
<td>University Heights</td>
<td>IA</td>
<td>Bronze</td>
<td>1,051</td>
<td></td>
</tr>
<tr>
<td>Urbana</td>
<td>IL</td>
<td>Bronze</td>
<td>40,550</td>
<td></td>
</tr>
<tr>
<td>Vancouver</td>
<td>WA</td>
<td>Bronze</td>
<td>156,600</td>
<td></td>
</tr>
<tr>
<td>Warsaw and Winona Lake</td>
<td>IN</td>
<td>Bronze</td>
<td>18,467</td>
<td></td>
</tr>
<tr>
<td>Westerville</td>
<td>OH</td>
<td>Bronze</td>
<td>36,120</td>
<td></td>
</tr>
<tr>
<td>Weston</td>
<td>FL</td>
<td>Bronze</td>
<td>65,333</td>
<td></td>
</tr>
<tr>
<td>West Windsor</td>
<td>NJ</td>
<td>Bronze</td>
<td>27,165</td>
<td></td>
</tr>
<tr>
<td>Wilmington</td>
<td>NC</td>
<td>Bronze</td>
<td>101,353</td>
<td></td>
</tr>
<tr>
<td>Windsor</td>
<td>CA</td>
<td>Bronze</td>
<td>26,801</td>
<td></td>
</tr>
</tbody>
</table>
BUILDING A BICYCLE FRIENDLY AMERICA™

A roadmap to transforming states, communities, businesses and universities

THE LEAGUE OF AMERICAN BICYCLISTS
since 1880
Across the U.S., the interest in bicycling is skyrocketing — and it’s easy to see why. A bike is a ticket to health, mobility, freedom and fun. Bicycling isn’t just a way to get from one place to another; it’s an avenue to a better life. And when communities, businesses and universities get on board, great things happen.

How do you capture and capitalize on the tremendous benefits of biking? The League’s Bicycle Friendly America (BFA) program has the answers.

Over the past 10 years, the League has worked with hundreds of engineers, government officials, and bicycle advocates to identify the DNA of bicycle friendliness. Using that expert knowledge, we’ve determined the specific projects, policies, programs and plans that really make a difference. The BFA program gives you the specific tools to turn that knowledge into action.

Providing a roadmap to improve conditions for cyclists at the state and local level, the BFA program has expanded and evolved to serve four distinct areas: Communities, States, Businesses and Universities. With comprehensive online applications, the program collects data on activities within five broad areas:

1. **ENGINEERING:** Physical infrastructure and hardware to support cycling
2. **EDUCATION:** Programs that ensure the safety, comfort and convenience of cyclists and fellow road users
3. **ENCOURAGEMENT:** Incentives, promotions and opportunities that inspire and enable people to ride
4. **ENFORCEMENT:** Equitable laws and programs that ensure motorists and cyclists are held accountable
5. **EVALUATION:** Processes that demonstrate a commitment to measuring results and planning for the future

The BFA program is more than an assessment. All applicants get customized feedback on their application and access to technical assistance. If you aren’t bicycle friendly yet, we’ll help you get there. And once you’ve made the ranks of a Bicycle Friendly Community, Business or University, the BFA program helps you get to the next level.

Learn how you can get involved in the pages that follow and at www.bikeleague.org/bfa.
THE BENEFITS OF BICYCLING

“Our Gold Bicycle Friendly designation is a tremendous honor, and it recognizes what a great place Minneapolis is to be a bicyclist. We’ve made a deliberate effort to be one of the nation’s top bicycling cities and those investments mean we have more and more ways for people to commute and experience the city on two wheels.”
- Mayor R.T. Rybak, Minneapolis, Minn.

“The #1 Bicycle Friendly State designation recognizes the hard work and cooperation among local and state agencies, bicycle groups and health professionals. The designation is an incentive to continue to refine and develop projects, policies and priorities to retain our position.”
- Washington Governor Christine Gregoire
Bicycling is more than a practical, cost-effective solution to many municipal challenges. It’s an opportunity to make your community a vibrant destination for residents and visitors — a place where people don’t just live and work, but thrive. The Bicycle Friendly Community program provides a roadmap to improve conditions for bicycling and direct assistance to make your distinct vision for a better, bikeable community a reality.

WHY SHOULD MY COMMUNITY BECOME A BFC?

Simple steps to make bicycling safe and comfortable pay huge dividends in civic, community and economic development. Given the opportunity to ride, residents enjoy dramatic health benefits, reduced congestion, increased property values and more money in their pockets to spend in the local economy. When your community is bike-friendly, tourism booms, businesses attract the best and the brightest, and governments save big on parking costs while cutting their carbon emissions.

Innovative infrastructure isn’t just for big cities. Missoula, Mont., recently rose to Gold BFC status thanks in part to the addition of protected bike lanes. “The City of Missoula, together with citizen advocates, has worked hard to integrate and promote bicycle commuting, and we’re proud that our extensive off-street bike trail system, together with our miles of bike lanes, and bike education and encouragement programs, reflect that,” says Missoula Mayor John Engen.

The Tucson/East Pima region attained Gold BFC status with an array of exceptional education programs. “The Bicycle Ambassador program has taught more than 1,000 adults safe cycling skills each year and the Safe Routes to School program has now expanded into the middle schools and includes summer bicycle camps,” says Ann Chanecka, Senior Transportation Planner, Pima Association of Governments.
WHAT MAKES A BICYCLE FRIENDLY COMMUNITY?

A Bicycle Friendly Community welcomes cyclists with trails, bike lanes, share the road campaigns, organized rides, Bike to Work Day events and so much more. A rich matrix of options that recognizes your area’s unique resources, the BFC application evaluates how your community encourages people to bike for transportation and recreation through the 5 Es: engineering, education, encouragement, enforcement, and evaluation.

WHAT’S THE BENEFIT OF BEING A BFC?

The popularity of the program speaks for itself: As of 2013, more than 600 communities have applied, and 242 have been awarded Bronze, Silver, Gold or Platinum designation. But, even if your community doesn’t quite make the grade yet, applying is well worth the time. Each applicant receives customized feedback and technical assistance. Once your community becomes a BFC, a League representative will present an award and two highway-quality road signs at a local ceremony or celebration.

HOW DO I GET STARTED?

Turn to page 14 and fill out the BFC scorecard to see if your community is ready to apply. All applications must be submitted with the approval of the community’s administration. Access the applications and additional resources at bikeleague.org/community.
Four years ago, Long Beach put an audacious statement on the wall of our City Hall: “Long Beach: The most bike friendly city in the U.S.” It wasn’t true at the time, but it gave us a something to strive for. And we knew that we needed milestones to measure our progress along the way.

In 2009, we were given Bronze BFC status and we immediately set our sights on becoming Silver, then Gold and eventually Platinum. We knew this recognition would be important to our civic and business leaders, and that the metrics set out in the League’s application would be important measures for us.

At the time, we had a few bike lanes along with beach and river paths that were mainly for recreation. But as a result of our efforts, more than 20 new bike-related businesses have opened in Long Beach since 2010. We’ve added more than 170 bike-friendly businesses to our Bike Saturday program and created four bike-friendly business districts. On some streets, where we have put in new bike infrastructure, we have tripled the number of kids riding bikes to school.

We’re now seeing people move to Long Beach because of our biking and our active living culture. We are seeing conventions select Long Beach because of what we are doing. Most importantly we are seeing more and more people on their bikes, riding for fun, to get to school, to get to work and to run errands.

- By Allan Crawford, Bike Long Beach
Imagine your employees arriving at their desks energized, alert and more productive than ever. Picture your healthcare costs plummeting and staff morale skyrocketing. Envision customers flocking to your door instead of the competition. How do you get there? Start pedaling and become a Bicycle Friendly Business (BFB).

WHY SHOULD MY BUSINESS BECOME A BFB?

The bicycle isn't just a great transportation option; it's an economic engine that can drive your business to higher profits, happier employees and more loyal patrons. Encouraging bicycling showcases your commitment to sustainability, healthy living and accessibility for all. And biking doesn't just enhance your bottom line — it makes your business a fun, engaging and exciting place to work or shop.
WHAT MAKES A BICYCLE FRIENDLY BUSINESS?

BFBs make it easy to pedal to work by providing amenities like secure bike parking and shower facilities. They fire up employees and patrons with incentives to commute by bike, company bike rides, and Bike to Work Week promotions. At a BFB, cycling is part of the business culture and becomes an expression of corporate responsibility. Those attributes shine through in the four areas of the BFB application: encouragement, education, engineering and evaluation.

Any corporation, organization, association, public agency or non-profit that actively promotes bicycling, has a distinct workplace outside of the home, and has two or more employees is eligible to apply.

WHAT’S THE BENEFIT OF BEING A BFB?

The League recognizes deserving businesses at the Bronze, Silver, Gold or Platinum level, but all applicants receive valuable feedback and assistance in becoming more bicycle friendly. When your business joins the more than 400 BFBs across the nation, you’ll get recognition in a national press release, decals for your workplace, a profile on the League website, and in the League’s annual yearbook distributed to 10,000 homes across the nation. Silver and higher awards also receive a bicycle print award.

HOW DO I GET STARTED?

Turn to page 15 and fill out the BFB scorecard to see if your business is ready to apply. Access the applications and additional resources at bikeleague.org/business.

BFB PROFILE: THE BURKE GROUP

For employees of The Burke Group in Rosemont, Ill., there are plenty of ways to arrive on two wheels, including the on-street bike route system or the trail leading directly to the building. But the bike friendly atmosphere doesn’t end at the front door.

In 2010, the engineering firm was awarded a Silver BFB designation thanks to excellent facilities and innovative programs, like showers, CEO-led social rides and a new bike for the top rider each year. The conversion of car-commuters was slow at first, but more and more employees dusted off their old bicycles as they heard their co-workers raving about the many benefits of riding and saw how the company supported their efforts.

In addition to creating a positive place to work, The Burke Group sees cycling as a means to improving job performance. Engineers who understand the challenges of multi-modal transportation are able to support bicycling in new designs. And the cycling culture has certainly boosted workplace camaraderie.

By 2012, The Burke Group had witnessed 30,000 fewer miles driven on local roads as a result of their efforts – and moved up to a Gold level BFB.
provides affordable transportation options for students and staff. By promoting biking, universities make it easy for students to adopt active transportation habits that keep them healthy long after graduation. And, just like a great football team, amenities like biking are a big draw for prospective students.

Any university college, college, community college or other institution of higher education with a physical campus is eligible to apply!
BFU PROFILE: DUKE UNIVERSITY

When Greg Hardy got to campus, he was interested in biking — but Duke University got him hooked. “Biking is now part of my daily routine,” he says. “I originally started commuting by bike one or two days a week, but the ease of biking at Duke quickly increased my commuting.”

The Bicycle Friendly University program played a big role in showing the elite university where to start — and how to progress — in effectively encouraging students like Hardy to ride. “Applying for the BFU award helped us see what we were already doing and get expert advice on how to make improvements and set priorities,” says Brian Williams, Duke’s Transportation Demand Management Coordinator.

Based on the League’s guidance, the university conducted an assessment of every road on campus and installed bike lanes or sharrows on every single street. Duke also added a bicycle coordinator to its staff, providing full-time support for new bike projects, public awareness campaigns, more bike parking and a fleet of loaner bikes.

“Being able to say to the university, ‘For less than the cost of one deck-parking space, we were able to make all of the roads on campus more bicycle friendly’ was huge,” Williams says.

In 2012, Duke attained Bronze status — and they’re not done yet.

WHAT’S THE BENEFIT OF BEING A BFU?

By applying to become a BFU, your university gains immediate access to the expertise and insight of League staff — every applicant receives detailed feedback and assistance in becoming more bicycle friendly. The League recognizes deserving institutions at the Bronze, Silver, Gold or Platinum level and newly designated BFUs get two iconic BFU road signs, an award certificate, an online profile and recognition in a League-distributed press release.

HOW DO I GET STARTED?

Turn to page 15 and fill out the BFU scorecard to see if your university is ready to apply. All applications must be submitted with the approval of the institution’s administration. Access the applications and additional resources at bikeleague.org/university.
New businesses and potential residents aren’t just looking at tax rates and school districts anymore; they want to settle in a state with rich outdoor opportunities and safe transportation options for their entire family or workforce. The Bicycle Friendly States program helps government officials and advocates improve bicycling conditions and enhance quality of life.

**WHY SHOULD MY STATE BECOME BICYCLE-FRIENDLY?**

Bicycling means business: Bicycle tourism can be a major driver of economic development, and corporations can capitalize on reduced healthcare costs. By making streets comfortable and accessible for cyclists, bicycle friendly states increase the safety of all road users and give residents transportation choices that save money and improve health.
WHAT MAKES A BICYCLE FRIENDLY STATE?

Bicycle friendly states help ensure cyclists’ safety and access with policies and provisions like safe passing laws, Complete Streets policies, and signed bike routes. They make it inviting to ride within their borders with amenities like bike route maps, and educate motorists and law enforcement about the rights and responsibilities of bicyclists. In a bicycle friendly state, policymakers invest federal dollars on bicycle projects and account for cyclist in planning the future of their transportation system, too.

WHAT IS THE BICYCLE FRIENDLY STATE PROGRAM?

The Bicycle Friendly State program is the annual ranking of all 50 states’ progress toward promoting and embracing biking for transportation and recreation. The program focuses on all aspects of a state’s bicycle programs, from advocacy groups to law enforcement to the Department of Transportation. States receive an overall ranking, as well as scores in five categories: legislation and enforcement; policies and programs; infrastructure and funding; education and encouragement; and evaluation and planning. But the BFS program is more than a Report Card; League staff provide specific feedback, next steps and ongoing technical assistance. Learn more at bikeleague.org/states.

BFS PROFILE: DELAWARE

Delaware is small in size, but it’s making big strides for bicyclists. In 2011, despite tough economic conditions, the state legislature passed a landmark “Walkable, Bikeable Delaware” measure that unlocked an unprecedented $5 million in new state funds for bicycle and pedestrian projects.

Just a few months later, Governor Jack Markell announced a statewide trails plan backed with $13 million for new construction and updated facilities. In 2012, the state directed another $480,000 in federal funds for a greenway connecting two major cities.

But more important than money, Delaware boasts a strong statewide advocacy organization, innovative secretaries in the departments of Transportation and Natural Resources and visionary leadership from the Governor.

“Trails and bike routes are a part of a vision for a state with interconnected communities,” says Governor Markell, an avid cyclist himself. “We will continue working to make Delaware an attractive place not only to bike, but to live and work.”
## COMMUNITY SCORECARD

### ENGINEERING
- **Y** □ **N** Does your community have a comprehensive, connected and well-maintained bicycling network?
- **Y** □ **N** Is bike parking readily available throughout the community?
- **Y** □ **N** Is there a Complete Streets ordinance or another policy that mandates the accommodation of cyclists on all road projects?

### EDUCATION
- **Y** □ **N** Is there a community-wide Safe routes to School program that includes bicycling education?
- **Y** □ **N** Are there bicycling education courses available for adults in the community?
- **Y** □ **N** Does your community educate motorists and cyclists on their rights and responsibilities as road users?

### ENFORCEMENT
- **Y** □ **N** Do law enforcement officers receive training on the rights and responsibilities of all road users?
- **Y** □ **N** Does your community have law enforcement or other public safety officers on bikes?
- **Y** □ **N** Do local ordinances treat bicyclists equitably?

### EVALUATION
- **Y** □ **N** Is there a specific plan or program to reduce cyclist/motor vehicle crashes?
- **Y** □ **N** Does your community have a current comprehensive bicycle plan?
- **Y** □ **N** Is there a Bicycle advisory Committee that meets regularly?
- **Y** □ **N** Does your community have a bicycle program manager?

### ENCOURAGEMENT
- **Y** □ **N** Does your community have an up-to-date bicycle map?
- **Y** □ **N** Does the community celebrate bicycling during national Bike month with community rides, Bike to Work Day or media outreach?
- **Y** □ **N** Does the community host any major community cycling events or rides?
- **Y** □ **N** Is there an active bicycle advocacy group in the community?

### SCORING (GIVE YOURSELF ONE POINT FOR EVERY “YES.”)

Score 0-8: Your community probably has some improvements to make before becoming a Bicycle Friendly Community – apply now to receive a free feedback report that will guide your community in becoming more bicycle-friendly!

Score 9-17: You’ve already got a good start – apply now and we’ll tell you what you’ve done well and how you can improve.

Start working with local officials to fill out the Bicycle Friendly Community application and contact us to help you through the process at 202-822-1333 or bfa@bikeleague.org.
### UNIVERSITY SCORECARD

<table>
<thead>
<tr>
<th>Category</th>
<th>Question</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ENGINEERING</strong></td>
<td>Does your campus have a well-connected bicycling network?</td>
</tr>
<tr>
<td></td>
<td>Is bike parking readily available throughout the campus?</td>
</tr>
<tr>
<td></td>
<td>Is the college or university easily accessible by bike?</td>
</tr>
<tr>
<td><strong>EDUCATION</strong></td>
<td>Does the school offer bicycle education classes for students and staff?</td>
</tr>
<tr>
<td><strong>ENCOURAGEMENT</strong></td>
<td>Is there an active bicycle advocacy group at the college or university?</td>
</tr>
<tr>
<td></td>
<td>Is there an on-campus bike center for rentals and repairs?</td>
</tr>
<tr>
<td><strong>ENFORCEMENT</strong></td>
<td>Do campus safety/law enforcement officers receive training on the rights and responsibilities of all road users?</td>
</tr>
<tr>
<td></td>
<td>Is there a program on campus to prevent bike theft?</td>
</tr>
<tr>
<td><strong>EVALUATION</strong></td>
<td>Does your school have a current comprehensive bicycle plan?</td>
</tr>
<tr>
<td></td>
<td>Does your college or university have a bicycle program manager?</td>
</tr>
</tbody>
</table>

**SCORING (BUSINESS & UNIVERSITY)** Score 0-4: Your community probably has some improvements to make before becoming a Bicycle Friendly Business or University – apply now to receive a free feedback report that will guide you in becoming more bicycle-friendly! Score 5 and up: You’ve already got a good start – apply now and we’ll tell you what you’ve done well and how you can improve.

Start working with local officials to fill out the BFB or BFU application and contact us to help you through the process at 202-822-1333 or bfa@bikeleague.org.

### BUSINESS SCORECARD

<table>
<thead>
<tr>
<th>Category</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>ENGINEERING</strong></td>
<td>The business provides secure and convenient bike parking.</td>
</tr>
<tr>
<td></td>
<td>Showers are on-site and are free for employee use.</td>
</tr>
<tr>
<td><strong>ENCOURAGEMENT</strong></td>
<td>There are incentives provided by the business for employees to commute to work by bike.</td>
</tr>
<tr>
<td></td>
<td>The business works with local advocates to improve bicycling conditions for the community.</td>
</tr>
<tr>
<td></td>
<td>The business supports a bicycle team/club.</td>
</tr>
<tr>
<td><strong>EDUCATION</strong></td>
<td>The business offers bicycle education classes.</td>
</tr>
<tr>
<td></td>
<td>Bicycling education materials are available to employees on a regular basis.</td>
</tr>
<tr>
<td><strong>EVALUATION</strong></td>
<td>The business has a bike coordinator (full, part-time, or volunteer) to help promote cycling.</td>
</tr>
<tr>
<td></td>
<td>The business sets and evaluates annual goals to help increase ridership.</td>
</tr>
</tbody>
</table>

---

Back to Agenda
THE BICYCLE FRIENDLY AMERICA PROGRAM is generously sponsored by Trek.

LEAGUE OF AMERICAN BICYCLISTS
1612 K Street NW Suite 510
Washington, DC 20006
Tel: 202-822-1333
Fax: 202-822-1334
BFA@bikeleague.org
www.bikeleague.org