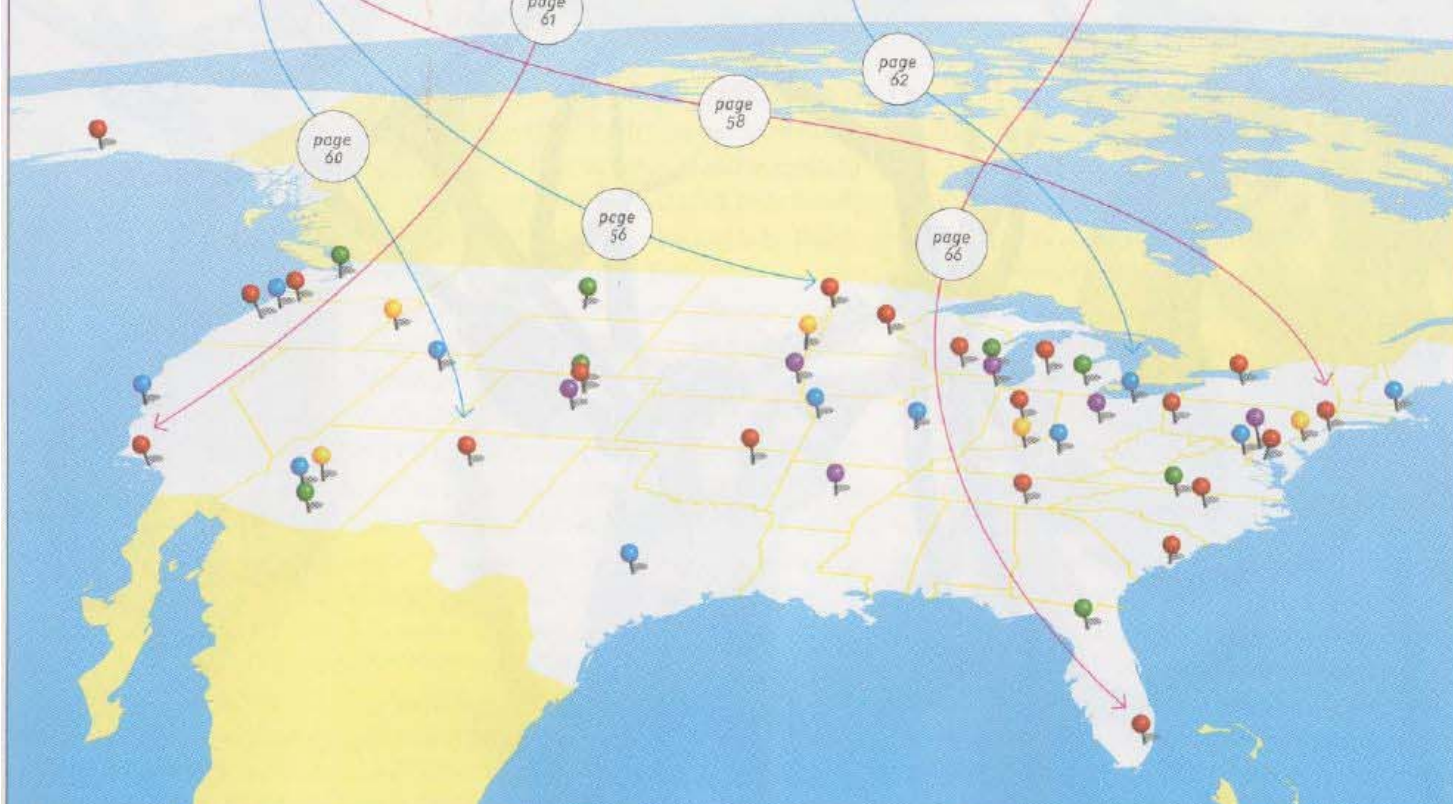




The BICYCLING Top 50

here are many unspectacular but important things a city can do to gain our consideration for this list. Maybe you've heard of them, or maybe—given the pace of change these days—you've already begun to enjoy them: segregated bike lanes, municipal bike racks and bike boulevards, to name a few. If you have those things in your town, cyclists probably have the ear of the local government—another key factor. To make our Top 50, a city must also support a vibrant and diverse bike culture. It must have smart, savvy bike shops. ■ A few notes: We considered only cities with populations of 100,000 or more. We strove for geographical diversity, to avoid having a list dominated by California's many bike-oriented cities. If your town isn't named below—or if it falls on our worst-cities list (page 64)—then use this as an opportunity to do something about it, like cyclists in Miami did after their city earned a black mark in 2008 (page 66). And if your city is one of the 50 lauded below? Go out and enjoy a ride.—Christine Mattheis

- | | | | | |
|------------------------|--------------------------------|---------------------------|----------------------------|---------------------------------|
| 1 Minneapolis | 11 Austin, TX | 21 Louisville, KY | 31 Sioux Falls, SD | 41 Lexington/Fayette, KY |
| 2 Portland, OR | 12 Denver | 22 Chattanooga, TN | 32 Boise, ID | 42 Omaha, NE |
| 3 Boulder, CO | 13 Washington, DC | 23 Long Beach, CA | 33 Kansas City, MO | 43 Salt Lake City |
| 4 Seattle | 14 Ann Arbor, MI | 24 Cary, NC | 34 Columbus, OH | 44 Miami |
| 5 Eugene, OR | 15 Phoenix/Tempe, AZ | 25 Milwaukee | 35 Tulsa, OK | 45 Indianapolis |
| 6 San Francisco | 16 Gainesville, FL | 26 Boston | 36 Grand Rapids, MI | 46 Fargo, ND |
| 7 Madison, WI | 17 Albuquerque, NM | 27 Philadelphia | 37 Billings, MT | 47 Anchorage, AK |
| 8 New York City | 18 Colorado Springs, CO | 28 Pittsburgh | 38 St. Louis | 48 Baltimore |
| 9 Tucson, AZ | 19 Salem, OR | 29 Charleston, SC | 39 Cleveland | 49 Little Rock, AR |
| 10 Chicago | 20 Scottsdale, AZ | 30 Arlington, VA | 40 Greensboro, NC | 50 Rochester, NY |



To prepare this list, we referenced the *Bicycling and Walking in the United States 2010 Benchmarking Report*, prepared by the Alliance for Biking and Walking; the League of American Bicyclists' *Bicycle Friendly America* project; data from Mediamark Research, Inc., Dun & Bradstreet and The Nielsen Company; and interviews with national and local advocates, bike shops and other experts.



FOR A SLIDE SHOW OF EACH OF THE TOP 50 CITIES, THE BEST SMALL AND FOREIGN CITIES AND GREAT IDEAS TO PUSH FOR IN YOUR TOWN, GO TO BICYCLING.COM/TOPBIKEFRIENDLYCITIES.

#44

Miami

*A 180-degree change—
in less than two years*

In 2008, BICYCLING named Miami one of the nation's worst cities for cycling, citing poorly planned bike facilities and hazardous streets. That designation motivated area cyclists to lobby then-mayor Manny Diaz. "Diaz was a green mayor who saw our long-held status as something to change," says Collin Worth, who Diaz named bicycle coordinator that summer.

The gears began turning quickly. By late 2008, the City Commission had adopted the city's first-ever Bicycle Action Plan. A year later, it approved the Bicycle Master Plan, which puts bike projects—lanes, greenways, bike boulevards—on a detailed 20-year timeline. To seed interest, the city created Bike Miami Days, shutting down a 10-block stretch and offering bike rentals and check-ups, all free. The first eight events each attracted as many as 5,000 people.

The first phase of the master plan this year will add 11.5 miles of lanes, greenways and shared-use

lanes (in combination called bikeway network miles) and improve 2 more, plus build 6 miles of mountain bike trails on Virginia Key. Miami is also launching education initiatives. Safety flyers aimed at motorists are posted in bus shelters, and cyclists can attend free clinics. "We go over where you should be in traffic," Worth says. "We try to build confidence."

Miami hopes to finish more than 108 bikeway network miles by 2015. Diaz's successor, Tomás Regalado, was a commissioner who voted for the bike master plan, and as mayor told Worth it was "a no-brainer." Miami still has far to go, but the transformation now under way shows the power of a highly motivated populace.—Christine Mattheis

The city will hold more than a dozen Bike Miami Days this year. Car traffic is closed along a 10-block stretch of Flagler Street and Miami Avenue bordered on one end by Bayfront Park.

