Bike Share Intervention:
Improving Wellness & Community Access
Thank you!
For their input, enthusiasm, and encouragement, we thank the following organizations who helped to make our bike projects possible.

Better Bike Share Partnership
Bicycle Coalition of Greater Philadelphia
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Indego
Neighborhood Bike Works
Performance Bike Shop
Philadelphia Parks & Recreation
& all of the participants who we had the pleasure of working (and biking) with!

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The TU Collaborative on Community Inclusion

The Temple University Collaborative on Community Inclusion of Individuals with Psychiatric Disabilities is a Rehabilitation Research and Training Center, funded by the National Institute on Disability and Rehabilitation Research to conduct state-of-the-art research and knowledge translation activities to improve opportunities for community inclusion of people with psychiatric disabilities.

The Temple University Collaborative seeks to:

- Target obstacles that prevent people with psychiatric disabilities from fully participating in their communities;
- Develop the services and supports consumers and communities need to promote full integration into all aspects of community life, and;
- Expand the range of opportunities for people who have psychiatric disabilities to participate in their communities as active, equal members.

The Temple University Collaborative is based at Temple University's Department of Rehabilitation Sciences. Partially driven by the mission of the Collaborative, the focus of the Department is on the promotion of full community participation of individuals with disabilities, with a particular emphasis on individuals with psychiatric disabilities. The Department is Temple’s response to the increasing recognition by providers, consumers, administrators, and policymakers of the importance of community participation in promoting both the health and wellness of persons with disabilities and the economic and social health of community life.

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Biking & Community Inclusion

In recent years, it has become common to see adults cycling for transportation in cities across the country. There are many possible reasons for this. Biking is a great way to explore and enjoy a community. Most of the people we recruited for bike studies identified enjoyment as one of their primary reasons for wanting to ride a bike. They wanted to explore parks and trails. Some wanted to bike on their own while others saw this as a way to meet new people and/or engage with existing friends and family. In addition, riders saw biking as a free to low cost alternative to car ownership and public transportation. With a bike, riders could independently commute to visit friends, participate in events, and attend meetings. Cyclists can organize their calendar without concerns about budgeting for transportation, waiting for someone to drive them, or checking a bus schedule.
Introduction

This manual was developed by Recreational Therapists working in community mental health. We aim to support consumers in their recovery efforts, using enjoyable and sustainable community-based leisure activities to increase holistic wellness. While interviewing consumers about their leisure interests, biking was identified again and again as an activity that they would like to do regularly. However, barriers such as finances and access to bikes prevent consumers from biking. This is unfortunate because biking is way more than fun. Biking offers physical exercise, independent transport, and a way to explore and engage communities.

This manual will describe issues found within the population of adults with serious mental illnesses and complimentary benefits of biking. It also outlines a biking pilot study which utilized a bikeshare program.

We welcome opportunities to work with agencies who share our mission to increase biking opportunities in the population of adults with mental health diagnoses. Information and forms within this manual are the property of the TU Collaborative and we invite you to print and share them without requesting permission. But, please let us know how you are using them and how we can help.

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Biking Prevalence

In recent years, the amount of commuters who travel by bike has been on the rise, maybe because biking commuters rate their commutes as more enjoyable (McKenzie, 2014). Nationwide, the number of people who traveled to work by bike increased roughly 60% over the last decade with large cities in the northeast seeing the greatest increase in bike commuters (McKenzie, 2014).

Biking is more than transportation. It is also a common leisure interest that allows people to spend time outdoors, exercise and enjoy themselves either alone or with others. It can be done at various paces. It can decrease commuting time in comparison to walking.

Bikeshare Opportunities

The first bikeshare program began in Amsterdam in 1965 (DeMaio, 2009). This first attempt used ordinary bikes that anyone could use. With no security measures in place, however, the system quickly collapsed. In the 1990’s, more sustainable bikeshare programs were established in Denmark. It wasn’t until 2008 that bikeshare was first introduced in the United States (DeMaio, 2009), where now more than 100 cities have bikeshare programs (Firestine, 2016). With the increasing popularity of bikeshare programs, advocates have raised concerns about strategies to ensure equitable access. In a survey of bikeshare operators, programs used a variety of approaches to increase equity. These included: diversifying station placement, including placing stations in low-income neighborhoods; providing financial assistance through reduced fees, variable payment structures, cash options, among others; providing helmets at no cost; and providing education and skills training to community members who may have anxiety about cycling (Buck, 2013). Emphasizing the health benefits of cycling, Boston Medical Center in partnership with the City of Boston implemented a “prescribe-a-bike” program, in which doctors could refer low-income residents at risk for obesity to become a bikeshare member for a $5 annual fee (Malamut, 2014).

Interest in Biking

The Temple University Collaborative on Community Inclusion surveyed people with mental illnesses and found that they are interested in increasing participation in leisure and fitness activities (Salzer, Brusilovskiy, Prvu-Bettger, & Kottsieper, 2014). When our team interviewed consumers about their leisure interests, 96% of participants said that they would like to bike. They wanted to bike for transportation, to improve their health and to visit with others, however, barriers such as finances and access to bikes were identified as issues preventing them from biking.

This interest in biking is not surprising. The combined interest in being more physically active (Ussher, Stanbury, Cheeseman, & Faulkner, 2007) and the transportation barriers associated with exercise participation (Firth, Rosenbaum, Stubbs, Gorczynski, Yung, & Vancampfort, 2016)
suggests that biking could serve as a key strategy to address health interests and eliminate or decrease the transportation barrier.

Consumers’ interest in biking is especially important, as interest contributes to sustained participation. Among people with mental illnesses, it is understood that intrinsic motivation is a key factor in the adoption and maintenance of healthy behaviors (Vancampfort, Stubbs, Venigalla, & Probst, 2015). With this manual, we aim to support providers who want to develop programming to encourage consumers who have an interest in cycling. In this effort, the following sections offer considerations for implementing a bikeshare intervention.

**Benefits of Biking**

Active transportation, including biking, can be a part of a healthy lifestyle as it is associated with many health benefits (US Department of Health and Human Services, 2008). Active transportation is any human powered transportation (e.g., biking, walking, operating a wheelchair, using public transportation). More than just a reduction in body weight (Wanner, Götschi, Martin-Diener, Kahlmeier, & Martin, 2012), researchers find that active transportation is associated with improvements in cardiovascular health, sleep quality, stress reduction, and vitality (Xu, Wen, & Rissel, 2013; Hansson, Mattisson, Björk, Östergren, & Jakobsson, 2011). There is even evidence that biking for transportation can reduce all-cause mortality, meaning that those who bike frequently may live longer, healthier lives (Mansfield, & Gibson, 2016; Andersen, Schnohr, Schroll, & Hein, 2000).

Active transportation is not only good for direct users, transitioning from daily car commutes could reduce pollution caused by carbon emissions (Rojas-Rueda, De Nazelle, Teixidó, & Nieuwenhuijsen, 2013). Transportation accounts for 27% of the US greenhouse gas emissions, second only to the electric power industry (United States Environmental Protection Agency. (2015). Therefore, when people choose bikes over motorized vehicles, they help to make the air cleaner. That is good for everyone!

**Physical**

Inactivity is a serious problem impacting the lives of people who have mental illnesses. Sedentary activities are performed while sitting or lying down. Research suggests that people with mental illnesses spend an alarming amount of time in sedentary behaviors (Soundy et al., 2013; Ussher, Stanbury, Chesseman, & Faulkner, 2007). Lower levels of physical activity are associated with increased health risks, including obesity, heart disease, and diabetes (De Hert et al, 2009; Svendsen, Singer, Foti, & Mauer, 2006). There is also a significant increase in mortality in people with SMI (Robson & Gray, 2007), accounting for a loss of up to twenty-five years of life compared to the general population and this is often due to avoidable health conditions, including obesity (Svendsen, Singer, Foti, & Mauer, 2006). Regular moderate intensity physical activity can help to increase fitness and reduce physical health risks (Firth, Cotter, Elliott, French, & Yung, 2015). The Department of Health (2011) suggests that adults engage in 150 minutes (2½ hours) of moderate intensity activity per week and defines this level of physical activity as exercise that warms the body but allows people to hold a conversation, such as cycling.

**Cognitive**

Mental illnesses are often associated with impairments to executive function, memory and processing speed (Rock, Roiser, Riedel, & Blackwell, 2014; Schaefer, Giangrande, Weinberger,
& Dickinson, 2013). These areas of cognition impact activities like planning, organizing, and initiating behavior. Individuals who have better cardiovascular fitness also have better cognitive functioning, which is associated with better daily functioning (Kimhy et al., 2014; Firth, Cotter, Elliott, French, & Yung, 2015). Exercise has also been shown to increase white matter which is related to executive functioning, memory and information processing (Svatkova et al., 2015).

**Social**

Social impairments are common among people with mental illnesses (Weissman et al. 2010) and are understood to persist even after depressive symptoms decrease (Jaeger et al. 2006). This implies that mood severity does not fully account for the limited social lives of people with mental illnesses. Higher aerobic fitness levels are associated with higher social cognition in participants with schizophrenia diagnoses (Kimhy, et. al., 2014), which helps individuals develop and maintain social relationships. Exercise can also help people with mental illnesses to develop a positive identity and increase social competence (Soundy, Freeman, Stubbs, Probst, Coffee, & Vancampfort, 2014).

Experiences of discrimination due to a mental illness can also decrease opportunities to build social capital (Webber, et. al, 2014). The far majority of the general population have a positive view of bicyclists (America Bikes, 2012). While taking on the identity of bicyclist will not end the discrimination of people with mental illnesses, it can add opportunities for individuals to be seen in a non-illness and socially valued role. If the barrier of transportation was removed, people also have the potential to commute to more places and be involved with more activities. This can lead to greater opportunities to build relationships and social networks.

**Emotional**

People with diagnoses of schizophrenia and affective disorders often have difficulty maintaining positive emotions following participation in activities (Kring, & Elis, 2013). While they may experience pleasure during an activity, these positive feelings quickly dissipate afterwards. It may be important when working with people who have mental illnesses to discuss the good feelings experienced during an activity. Putting positive experiences into words can help people to focus on and remember joy, thereby enhancing motivation for continued participation in recreation and leisure activities.

Much focus has been given to exercise and emotion in research. Physical exercise is suggested as an added treatment for improving clinical symptoms and reducing depressive symptoms in individuals with schizophrenia (Dauwan, Begemann, Heringa, & Sommer, 2016). Increased physical activity among people with mental illnesses has been associated with improved mental health, confidence and sense of achievement (Firth et al, 2016). Even a single session of exercise has been found to improve cortisol levels (Ida et al., 2013).
In this section, you'll find tips for planning an intervention using bikeshare. We offer suggestions to inspire collaborations between mental health agencies, bikeshare groups, and consumers (oh, and us because we are excited to assist as you plan bike groups, TUCollab@temple.edu). We also respond to some questions/concerns that people expressed when we were planning our bike projects. Finally, you will find an outline of the classes that we led. Please feel free to download this template and update it to fit your needs.
Tips for Planning a Biking Intervention

Below we list some of decisions you will have to make when developing a biking intervention. These topics should be discussed in the initial planning stages and throughout program development. To get a more inclusive perspective, involve various stakeholders. Invite management, interested consumers, bikeshare staff, and local bike advocates. Not only will this help you to see the bike project from diverse perspectives, you might also enhance excitement about the project from the very beginning.

Getting Started
Before you start planning, you will likely have to get approvals from your agency. The Benefits of Biking section of this manual can help you to explain why biking is a great opportunity for participants to enhance holistic wellness and increase participation in meaningful activities in their communities. You might also review the Responding to Concerns We Heard section so that you are prepared to respond to potential risks as you justify the potential for this type of programming.

Get to Know Your Bikeshare Program
A recommended first step is to familiarize yourself with your local bikeshare. Practice checking-out and riding bikes. Use the website and app. Also, meet with a representative of the bikeshare organization. Explain your program and ask for advice. Try to schedule this meeting in the early stages of planning as you may learn things that direct the way you decide to lead your bike groups. A contact who can answer questions and give suggestions can save you a lot of headaches throughout the planning and execution of your bike programming. Below we list a few questions that you might ask:  Do you offer discounts for purchasing multiple memberships?

- Do you offer discounts to low-income riders?
- How do participants pay? Can participants pay with cash?
- Is it possible to reserve bikes? For example, if you know you have ten riders for your class, can you reserve ten bikes at a specific docking station?
- Can group members be forgiven for overage fees if a class lasts longer than the permitted time? Most bikeshares have a limited amount of time (half hour to one hour) that you can use a bike before being charged overage fees.

Budget
Costs to consider when developing a biking program might include: bikeshare memberships, group facilitators, helmets, printing of educational materials, and a location to lead classes. You might cut costs by recruiting volunteers to lead classes, requesting donations, and negotiating discounts for larger purchases. Consider contacting bikeshare and bike advocacy groups to discuss ways to minimize costs and maximize opportunities.

One way you do not want to cut costs is by eliminating helmets. While many states do not have helmet laws for adults, research shows that bicycle helmets protect against head injuries (Elvik, 2011; Bonander et al., 2014). Helmets are often donated by organizations whose mission includes
encouraging bike safety. Talk to bike advocacy groups in your area about helmet donations. You can find a list of advocacy groups in the US in the Appendix at the end of this manual.

**Bikes**
How many bike memberships will you need to run a program? Will each consumer receive an individual membership or will your agency purchase several memberships which can be used by whomever attends a group ride? Consider the amount of staff and participants who will need bikes. Remember to identify riders who require one-on-one support during rides. These individuals may be new to biking or have issues which make them more likely to be successful if they have proper assistance. If your bikeshare has adapted bikes, you may be able to include participants with disabilities that limit their ability to ride a traditional bike. Talk with your bikeshare group about the types of bikes that are available. Include all staff and participants when calculating how many bikeshare memberships you will need.

**Location**
You will have to secure space to lead class discussions. For classes, you will need tables or desks for participants to read and write. This manual includes forms and a booklet describing safe riding practices and legalities.

You will also need a place to practice riding skills. The area where you practice riding skills should have little to no pedestrians or obstacles. If you start rides by practicing in a safe space, you can troubleshoot issues and strategize ways to overcome them before they become accidents.

**Group Size**
Be sure that you have an appropriate staff to participant ratio. Involve enough staff members to support participants who need hands-on and individual assistance. Encourage participants who have more advanced skills to help peers. This can empower participants and foster social engagement. It may be tempting to welcome all to participate, but realistically you will need to limit the size of your group to assure that enough bikes are available and to give individual group members the assistance that they may need to be successful. When we led groups, we limited each group to ten members (one group leader for every five participants). This staff to member ratio allowed us to assist members as needed and to ride safely.

**Participants**
How will you recruit people to participate in your program? Identify people who have an interest in cycling. Be sure they have the appropriate skill level for the classes you are offering. For example, do your participants need to know how to ride a bike or will you be training people to ride? Will you require riders to get a doctor’s approval? Most bikes have weight restrictions. Be sure your bikes are strong enough to ensure participants can ride safely.

**Staff Training**
Ideally, people who lead cycling groups will be biking enthusiasts. They will be experienced riders who are familiar with biking around your area. They will know your city well enough to prepare the initial rides in areas with bike lanes, less traffic, and smooth streets. Leaders who are less experienced bikers or unfamiliar with the neighborhoods where they will bike might go on test rides to prepare.

There should be a minimum expectation that leaders understand and model bike safety practices. Leaders take responsibility for knowing bike laws and safety practices before leading a group.
Leaders assume responsibility for encouraging class participants to ride safely at all times. This might include teaching safe riding practices and correcting class participants who are not following group expectations.

There are few opportunities to practice some of the things you will experience as a leader. This includes blocking traffic. Imagine ten riders making a left turn at an intersection. In this situation, the leader may have to position themselves between bike riders and oncoming vehicles, signaling for vehicles to stop or navigate around cyclists. This allows the back of the pack to safely get through a light or stop sign. Minimize frustrations by smiling and thanking motorists.

Also, remember that a biker can become a pedestrian at any time. Leaders model safe biking practices by walking bikes on the sidewalk when faced with obstacles in the road, such as aggressive traffic patterns, construction, excessive potholes/cobblestone streets which can make riding uncomfortable and potentially unsafe. When walking bikes along a sidewalk, remember to be considerate of other pedestrians. Walk in a line to allow walkers to pass.

**Class Facilitation**

Be prepared for each class, but also flexible. Rides do not always go according to plan. Allow rest/relaxation and hydration breaks, plan for falling behind schedule, and correct riders who do not follow laws or expected safety practices.

Bikers and people who use their smart phones with ease often forget that they use words that others might not understand. Teach people basic vocabulary that you will be using during classes. This might include: apps and bike docs/stations. Use words that are most likely to be understood. For example, use *bike seat* in place of *saddle*. Also, be sure that class materials are at an appropriate reading level. This manual includes the training materials we used to run bike classes. You are welcome to download and edit them to meet your needs. Also feel free to contact us (TUCollab@temple.edu) to help you to develop materials that work for your group.

Give hands-on directions and assistance when necessary. As an instructor, it can be a challenge to know when to allow people to struggle their way to success versus when they’re reaching a frustration point. Give people time to work on tasks and ask before stepping in to assist unless you are helping to avoid a dangerous outcome.

Have fun! Biking should be an enjoyable experience! Plan routes that provide access to an interesting destination. Stop at a park along the way. Encourage participants to talk about positive feelings they may have while biking. These are just a few strategies to help make sure participants are enjoying themselves and motivated to continue.

**Planning Group Rides**

It was important for us to involve our participants in selecting biking destinations. During the first three classes, rides were determined by session facilitators. Rides were selected that were short in distance, less than a mile, to allow people to gain both confidence and comfort biking. Because many of our participants had not biked in years and were generally sedentary, it was important for them to increase comfort with the group and riding a bike before going on longer rides.

The last three rides were selected by the participants with as-needed assistance provided by the group leaders. Participants wanted to visit bike paths, parks, and waterfront destinations. They explained that they would use bikes to commute to their mental health agency, the library and
grocery stores, so these too were added to biking destinations. Group facilitators introduced the groups to maps and Apps that they could use to find directions to areas of interest.

During each ride, participants were asked to choose a buddy and to be sure their buddy didn’t get lost from group. A staff member was positioned at the front and the back of each group ride to lead the ride and to be sure that nobody was riding dangerously or falling behind the group and getting lost. We found that bikers had a diverse set of biking abilities and it was important to remind them to encourage each other and not leave anyone behind.

The progression to participant leadership was intentional. Our goal was for participants to gain the skills and confidence necessary to riding independently. When structuring your classes, start by modeling safe biking practices and allow participants to take leadership roles when they are ready.

Collaborate Your Way to Successful Cycling Classes

For those who are interested in offering biking opportunities, we suggest partnering with others who may have similar goals. We credit a lot of our success to identifying and working with groups who had similar outcome goals. Bike advocacy groups wanted to encourage people to bike. Mental healthcare agencies wanted to improve physical and emotional wellness. At the Collaborative, have a mission to encourage independent community engagement. When we first started contacting bike advocacy groups and mental healthcare agencies, we were unsure what to expect. We were surprised and overjoyed to find that so many people wanted to join together to make this possible. Below, we offer suggestions to those who are preparing to connect with like-minded professionals.

For Healthcare Providers

We suggest you contact bikeshare and bike advocacy groups in your area. The people who work for these agencies are typically excited to collaborate on projects that have the goal of encouraging people to bike. Below, we offer a few talking points to start this conversation:

- Introduce yourself and describe your agency. Explain why you think biking is a good addition to existing programming.
- Explain that you would like to meet with someone to collaborate. There are many ways you might work together, including:
  - Create a booklet to give to consumers. This might include bike laws, riding etiquette, suggestions for safety, local trails and bike destinations. If you do create a manual for your city/state, please share it with us (TUCollab@temple.edu). We are excited to hear about your bike program
  - Lead group rides. Local bike advocacy and bikeshare groups may a great resource for leading rides. This can allow staff members to first participate in rides as they gain confidence and skills that will allow them to later take the leadership role.
  - Identify barriers to riding and help people to work through them. Barriers to biking might include fears of being on a bike in a city, lack of confidence after many years of not biking, misunderstanding about the money needed to bike vs other forms of transportation, insecurity being seen on a bike by neighbors and community members, awareness of how far one can bike in their current health.
For Bikeshare and Bike Advocacy Groups

Currently many mental healthcare agencies are working to increase community-based healthcare opportunities to their clients. This transition from a typical healthcare model toward working on wellness within the community allows for creative interventions, like biking. As cyclists, you probably already know the various benefits of biking. You might also know the laws in your area and feel comfortable leading new riders as they explore your city. This is why you are the perfect person to work with populations who may be left behind as the prevalence of bike commuters grows. We encourage you to email or call local agencies. Share a copy of this manual to start the conversation about the benefits of biking and to begin a collaboration. If you are interested and not sure where to start, we are here to help you identify and connect with mental healthcare agencies in your area. Below, we suggest a few ways you might help an interested agency:

- Staff training on laws and riding safety.
- Develop training materials. This manual includes forms and a Safety booklet designed for riding in Philadelphia. Your laws may be different. Please feel free to download and update our materials to fit your needs.
- Staff training to lead rides. Someone who is experienced with leading group rides might join and lead the initial rides to help agency staff gain the skills and confidence necessary to take the leadership role.
- Planning group rides. As cyclists in your area, you may be the expert in recommending safe roads and/or interesting destinations.
- Encouragement! Many healthcare agencies have never considered offering biking as a part of programming. Your enthusiasm for cycling may help them to understand how biking can help their consumers.

For Consumers of Mental Healthcare services

We heard from several consumers that they advocated for biking to be included in services offered at their agency. If you are a consumer and would like our assistance in developing a cycling program, let us know. We’re here to help you identify who to talk with and how to develop similar programming. We are excited to hear from individuals who bike and would like to share the benefits of biking with their peers.

Let Us Help

We, at the Collaborative, are huge fans of biking and collaborating with healthcare providers, community groups (like bikeshare and bike advocacy groups), and consumers of healthcare services. Nothing would please us more than to hear about your interest in offering bike groups or to discuss what you have been doing. If you are just getting started and would like assistance developing classes or partnering with local agencies or businesses, let us know. We are here to help you throughout the process, from consideration to implementation and evaluation of programming.

You can reach us at: 215-204-6779 and TUCollab@temple.edu.
Frequently Asked Questions (AKA the "What ifs...")

While we wanted to do what we could to be safe, we didn’t want fears of what might happen to prevent us from giving people opportunities to improve wellness and increase community participation. Below we discuss some of the concerns that we heard and our responses.

What if people steal the bikes or helmets?
Participants understood that taking bikes with the intention of keeping them would be considered theft and result in them being personally accountable to the bikeshare program. This would result in large fee for missing bikes and/or possible legal charges.

Participants had the option of taking their helmet home or leaving it in a secure cabinet at the agency. We kept a helmet for anyone who forgot theirs. If someone kept or lost their helmet during the study, we had one they could borrow.

What if people use the bikes to do something illegal?
One of the goals of improving mental wellness is for people to be involved with communities just like everyone else. Therefore, we cannot limit access to opportunities because a few people might engage in risky behaviors, which is true for everyone.

What if someone is hurt?
Classes teach safe biking skills in an effort to reduce the risks of injury. Riding in a group makes bikers more visible to traffic and pedestrians. However, riding on city streets has the potential for people to be injured. Consumers have the right to risk. This means that there is some level of risk associated with most of the things we do. But, this isn’t a reason for consumers to miss out on opportunities available to them. The long-term costs associated with isolating oneself from others and avoiding healthy leisure is far greater than the risks most activities pose. When providers try to protect people by holding them back from opportunities, “for their own good,” this hurts much more than falling off of a bike. Expectations for participation in your bike project might include signing a waiver outlining potential risks, releasing your agency from liability, and requiring that participants agree to use their own insurance if they are hurt.

Before riding on city streets, leaders should take the time to address concerns and work with individuals who have challenges to increase their likelihood of biking safely. Our groups included people who had various concerns. Many people had not been on a bike since childhood. Some had balance issues, others had arthritis. One used a prosthetic leg. They started classes fearful, wondering if they could bike. Class facilitators took time to understand the specific needs of participants and helped them build strategies to successfully bike, using a traditional bike. All of our participants did eventually join group rides on the city streets. Leaders and peers made themselves available and supported riders as they gained comfort cycling.

While you cannot avoid all potential risks when biking on city streets, you can employ strategies to limit risks by working with riders to understand and follow laws and safe biking practices.

What if the weather is bad?
In addition to the six classes that we planned, we scheduled two additional. This allowed us the flexibility to cancel due to weather or emergencies. The extra classes also allowed consumers to miss days and still complete the expected six classes. Some consumers attended all eight classes. Because the first two classes covered laws and safety, they were required. The remaining classes were more flexible, allowing for absences and make up days.
ICAN: Bike – Agenda

This table outlines each class we facilitated. Each class was one and a half hours. Forms for each class are identified with an asterisk (*).

<table>
<thead>
<tr>
<th>Class</th>
<th>Focus</th>
<th>Description</th>
<th>Time</th>
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| Class 1 | Classroom Discussion | Overview of classes  
Expectations for participants  
Discuss participants’ motivation(s) to bike  
*Cycling Interests form | 10 Minutes |
|       |             | Review bike laws, safety practices, and signaling  
*Bike Safety booklet (may need to be updated to reflect laws in your area) | 20 Minutes |
|       | Mechanics   | Fitting helmets                                                            | 15 Minutes |
|       | Wrap Up     | Time for questions & discussion                                            | 5 Minutes |
| Class 2 | Classroom | Discussion – Review class 1  
*Bike Laws and Safety form | 20 Minutes |
|       |             | Walk to a bike station                                                     | 10 Minutes |
|       | Mechanics   | Using Bike Share:  
Check bikes for safety. Check bikes in and out.  
*Using Bikeshare form | 20 Minutes |
|       | Ride        | Practice riding in an environment with low amounts of pedestrians and obstacles  
*Using Bikeshare form | 30 Minutes |
|       | Wrap Up     | Time for discussion and to return to start point.                          | 10 Minutes |
| Class 3 | Classroom | Discussion – Identify expectations for first ride  
*Pre & Post Group-Ride Discussion form | 20 Minutes |
|       |             | Walk to bike station                                                      | 10 Minutes |
|       | Mechanics   | Bike safety check (air in tires, breaks, bell)  
Check out bikes | 5 Minutes |
|       | Ride        | Under 1 mile                                                              | 20 Minutes |
|       | Mechanics   | Return bikes to a station                                                 | 5 Minutes |
|       | Wrap Up     | Time for questions and to return to start point.                          | 10 Minutes |
|       |             | Bike Discussion – Post Ride Discussion  
*Pre & Post Group-Ride Discussion form | 20 Minutes |
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</thead>
<tbody>
<tr>
<td>Class 4</td>
<td>Classroom</td>
<td>Discussion – Download and use bikeshare app, mapping apps, and a physical map to plan a route. *Maps &amp; Apps form</td>
<td>20 Minutes</td>
</tr>
<tr>
<td></td>
<td>Walk to bike station</td>
<td></td>
<td>10 Minutes</td>
</tr>
<tr>
<td>Mechanics</td>
<td>Bike safety check (air in tires, breaks, bell)</td>
<td>Check out bikes</td>
<td>5 Minutes</td>
</tr>
<tr>
<td>Ride</td>
<td>Distance allotted by time.</td>
<td></td>
<td>40 Minutes</td>
</tr>
<tr>
<td>Mechanics</td>
<td>Return bikes to a station</td>
<td></td>
<td>5 Minutes</td>
</tr>
<tr>
<td>Wrap Up</td>
<td>Time for questions and return to start point.</td>
<td></td>
<td>10 Minutes</td>
</tr>
<tr>
<td>Class 5</td>
<td>Classroom</td>
<td>Biking Discussion – Bike class participants independently plan a ride, by selecting: location to take and park a bike, a destination, and streets to ride *Planning a Ride</td>
<td>20</td>
</tr>
<tr>
<td></td>
<td>Walk to bike station</td>
<td></td>
<td>10 Minutes</td>
</tr>
<tr>
<td>Mechanics</td>
<td>Bike safety check (air in tires, breaks, bell)</td>
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<td>Mechanics</td>
<td>Return bikes to a station</td>
<td></td>
<td>5 Minutes</td>
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<tr>
<td>Wrap Up</td>
<td>Time for questions and return to start point.</td>
<td></td>
<td>10 Minutes</td>
</tr>
<tr>
<td>Class 6</td>
<td>Classroom</td>
<td>Biking Discussion *Bikeshare Membership</td>
<td>20</td>
</tr>
<tr>
<td></td>
<td>Walk to bike station</td>
<td></td>
<td>10 Minutes</td>
</tr>
<tr>
<td>Mechanics</td>
<td>Bike safety check (air in tires, breaks, bell)</td>
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<td>Ride</td>
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<tr>
<td>Mechanics</td>
<td>Return bikes to a station</td>
<td></td>
<td>5 Minutes</td>
</tr>
<tr>
<td>Wrap Up</td>
<td>Time for questions and return to start point.</td>
<td></td>
<td>10 Minutes</td>
</tr>
</tbody>
</table>
Bike Laws & Safety

It is vital to bicyclists’ safety that they know the laws and riding etiquette. Even cyclists who have been riding for years might not know all of the laws. Bike laws are meant to keep riders safe. Before you hit the road, be sure you are prepared for safe travels.

This section of the manual offers an overview of Philadelphia’s bike laws and safety recommendations. Participants in the Collaborative’s bike group received and reviewed the information in the first class. Please feel free to download it and update it with information relevant to your area. If you would like assistance updating the manual to fit your needs, please feel free to contact us (TUCollab@temple.edu) or collaborate with your local bikeshare and bike advocacy groups, which you might find in the final section of this manual, Appendix – Biking in Your City/State.
Bike Lanes

- Bike lanes are one-direction only (unless the lane is explicitly marked as two-directional).
- Bike lanes go the same direction as adjacent vehicular travel lanes unless explicitly marked as a “contraflow lane.”
- Bicyclists may ride 2 abreast in a bicycle lane.
- Bicyclists are not legally required to ride in a bicycle lane just because there is a lane on that street.

Vehicles in bike lanes

- When a bicycle is proceeding straight and a vehicle is making a turn, the bicyclist has the right of way. Avoid biking in a vehicle’s blind spot as you approach an intersection so the driver knows you are there before making a turn.
- Drivers can merge into a bike lane in order to make a turn, but must yield to bicycles.
- Cars are allowed to use bike lanes for loading/unloading.

Examples of bike lanes:

- **Standard Bike Lane** – Lane is for bike use only
- **Sharrow** – Used by vehicles and bikes
- **Bus/Bike Lane** – Lane is for bikes and busses
- **Lane is for bikes and turning cars** – Lane is shared with cars
- **Lane is for bikes and busses**
Buffered Bike Lane – Bike lane has a buffer between bikes and cars

Green Bike Lane – Same as a standard bike lane, painted for visibility. Dashed sections show that cars may pass

Bike Box – Box is for bikers to wait for a green light in an area separated from cars

Contraflow Lane – Arrows indicate that bikes ride against traffic
**Biking Among Street Traffic**

- Bicycles can be ridden on any city street, including streets without bike lanes or sharrows.
- You are a vehicle! Bicycles must be ridden in the same direction as traffic (unless otherwise noted).
- Slow traffic moves to the right, vehicles pass on the left. Bikes are typically slower than cars and should therefore use the right lane.
- Ride in a straight line to avoid falling into traffic's blind spots.

- Bicycles are entitled to take a full car lane.
  - In order to pass a bicycle, a vehicle must be able to give the bicyclist 4 feet of clearance. Drivers may cross the double-yellow line in order to do so. Take caution because though not permitted by law, drivers often get closer than 4 feet and may honk their horn.
- Bicycles obey all street signs and signals, including traffic lights, stop signs and yield signs.
- Bicycles may not be ridden on the sidewalk unless the rider is under 13 years of age.
- Yield to pedestrians in sidewalks.
- “Filtering” through traffic to the front of the line of cars stopped at a red light is illegal.
- Motor vehicle operators or passengers need to check before opening their car doors. They bear the legal responsibility in *door*ing incidents.

Modified from the original, obtained from the Bicycle Coalition of Greater Philadelphia
http://bicyclecoalition.org/ride-your-bike/bike-laws/philadelphia-bike-laws/#sthash.KSL0vBHB.dpbs
General Bike Laws & Safety Tips

- Bicycles are required to have a front white light and a back red reflector, from dusk to dawn.
- A bicycle can carry only as many riders as there are seats.
- Bicycles must have brakes.
- Bicyclists are prohibited from wearing headphones.
- Bicycles are required to have bells.

Modified from the original, obtained from the Bicycle Coalition of Greater Philadelphia
http://bicyclecoalition.org/ride-your-bike/bike-laws/philadelphia-bike-laws/#sthash.KSL0vBHB.dpbs

Signaling

Signaling will increase your safety as they let drivers know that you are turning or stopping. Use signals to tell drivers and other bicyclists that you are changing direction.

Image obtained from the Bicycle Coalition of Greater Philadelphia
http://bicyclecoalition.org/ride-your-bike/signs-symbols-glossary/
Bike Helmet

Adults do not have to wear a helmet in Pennsylvania. In PA, all children under age 13 must wear a helmet. *But seriously – wear a helmet. You don’t want an unexpected fall to give you a concussion or worse.

Use the chart below to adjust your helmet, ensuring for maximum safety.

For a final check, gently try to roll the helmet back and forth on the head. The helmet should not move more than 1/2 inch in any direction.

Information provided by the Contra Costa Childhood Injury Prevention Coalition

Bike helmet images found at:
What (not) To Wear

Safety is always in fashion. Safe biking required you to be able to move freely and comfortably. Your clothing may change with the seasons and with your expected activity plans. Below we offer suggestions for clothing that will help you to remain safe when riding around your city.

Always wear a helmet on city streets. Helmets come in various colors and styles. Find one that you’ll be happy to wear!

Flowy or oversized clothing can get caught in pedals and wheels, causing an accident. Tight clothing can restrict movement. Wear clothing that fits comfortably to optimize safety.

Dark clothing can make it hard to see bikers on the streets after sunset, especially by quickly passing vehicles. Bright colors can decrease this risk. Reflective strips and clip-on lights can be added to helmets, jackets, and other clothing. You can purchase various reflective materials and lights at most bike stores.

Some cities are brightly lit with streetlights. Others get very dark after sunset. Bike headlamps are available and many can clip onto a helmet. Headlamps can help you see the road and also serve as a safety measure because cars can also see you better.

While backpacks may be necessary when commuting, they can increase risk of back injury and overheating. Bags can also reduce stability. If biking with a backpack, assure that it is centered on your back and only carry items that you really need. These can help you to avoid extra and unstable weight that can cause injury. In addition, many bikeshare bikes include baskets. Use them to increase safety.
Assigning Roles for Group Rides

Biking is a great activity to do both independently and with others. Before heading out on the road to bike with your group, have a quick discussion about norms to assure everyone’s safety.

Assign a group leader. Before riding, decide who will assume the role of leader. The leader should take responsibility for knowing directions and reminding other riders when you are approaching a turn. This can be done by using proper hand signals. Leaders also assure the group stays together. If some group members fall behind, the group leader pauses in a safe place until riders are regrouped.

In groups that include riders with less biking experience, you should assign a sweep. The sweep follows from the back, paying attention to riders’ needs. This rider will assure that nobody is left behind. Responsibilities also include signaling to the leader if the group has separated. The sweep should know the ultimate destination of the ride and directions, in the case of a group being separated. The sweep should also be prepared to shield traffic if a rider has fallen or is unsteady riding in a straight line.

If you are riding with others side-by-side, agree to what you will do when you need to merge into a straight line. This might happen when you want to let a car pass or when riding through a narrow path. Decide in advance of a ride who will fall back and who will move to the front.

Point out obstacles or potential hazards on the road. These might include potholes, stones or loose gravel. For example, if you are in the lead, point to a pothole and shout, “pothole.” In larger groups, it may be important for each member to send the message behind warning of obstacles to assure that everyone is aware. It doesn’t take groups larger than three or four for obstacles to become hard to see for those in the rear.

When following others on a bike, leave enough room to adjust speed if they hit their breaks or decide to turn. Increase every biker’s safety by leaving enough space to respond quickly.
Bike Fines

This is an example of fines in Philadelphia. Check local laws for information specific to your area.

<table>
<thead>
<tr>
<th>Fines for Vehicle Code Violations in Philadelphia &amp; Pennsylvania</th>
</tr>
</thead>
<tbody>
<tr>
<td>PA Vehicle Code - Title 75</td>
</tr>
<tr>
<td>§3112-A-31 – Disregard Traffic Signal</td>
</tr>
<tr>
<td>§3112-A-31 – Disregard Traffic Signal</td>
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<tr>
<td>§3308-B – Wrong Way on a One-Way Street</td>
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<tr>
<td>§3323-C – Disregard yield sign</td>
</tr>
<tr>
<td>§3345-A – Improper passing of a school bus</td>
</tr>
<tr>
<td>§3542-A – Failure to yield to Pedestrian in cross walk</td>
</tr>
<tr>
<td>§3711-A – Clinging to a moving vehicle</td>
</tr>
<tr>
<td>§3714 – Careless Driving</td>
</tr>
<tr>
<td>§3736-A – Reckless Driving</td>
</tr>
</tbody>
</table>

Chapter 12-800 of the Philadelphia Traffic code covers all regulations that pertain to a person a bicycle, such as riding on a sidewalk or riding with headphones connected to an audio device.

§ 12-811 Penalty (1) Any person violating any of the provisions of Chapter 12-800 [except 807] shall, upon summary conviction before a Magistrate, pay a fine of seventy-five dollars ($75) together with costs of prosecution, except as otherwise provided by Section 12-807 or 75 Pa. C.S. § 6301.

§ 12-807 - A bike that is illegally parked on a sidewalk

§12-913 - Vehicle Parking Prohibitions in Specified Places

(1) no person shall: (a) Stop, stand or park a vehicle

(i) Double Parked

| double parked | $50.00 | $75.00 |

(ii) Disobey Sign - Stopping Prohibited

|x| $50.00 | $75.00 |

(x) Parked Blocking Ramp For People With Disabilities

| parked blocking ramp for people with disabilities | $75.00 |

(2) no person shall: (b) Stand or park a vehicle

(iii) Disobey signs prohibiting standing

| disobey signs prohibiting standing | $50.00 | $75.00 |

(3) no person shall: (c) Park a vehicle

(ii) Disobey signs prohibiting parking

| disobey signs prohibiting parking | $40.00 | $50.00 |

(iii) Block bicycle lane

| block bicycle lane | $50.00 | $75.00 |

DOORING

12-1133 No person shall open the door of a vehicle on the side available to vehicular traffic as to violate 75PA C. S. 3705

| summary offense | $50.00 | $75.00 |

Obtained from the Bicycle Coalition of Greater Philadelphia
http://bicyclecoalition.org/ride-your-bike/bike-laws/philadelphia-bike-laws/#sthash.KSL0vBHB.dpbs
Biking Tips

- Avoid riding along trolley tracks, they can cause nasty falls. When necessary, cross them at a hard angle to avoid tires getting caught. See image below:

![Bike track crossing](image)

- Rain can make streets slippery. When the ground is wet, bike cautiously.
- Quickly squeezing the front breaks alone can cause the bike to flip, and the bike driver to flip over the handlebars.
- Leave room between yourself and the rider (car or bike) in front of you, allowing you time for sudden breaking and turning.
- Be aware of your surroundings. A large city has plenty of obstacles to avoid. Pedestrians may step into traffic without looking. Car doors may suddenly open without warning. Avoid potholes!
- Bike at a comfortable speed. Bike too slow and it’s difficult to balance. Bike too fast and it’s difficult to avoid sudden obstacles, like potholes and pedestrians!
- When carrying bags or items, assure safety. Heavy items and liquids can weigh the bike down and cause the bike to sway. Bags hung from handle bars can get caught in tires. If not secured properly, items can get caught in pedals, chain, and tires.
Where Can You Lock Your Bike?

Laws and bikeshare station rules are different in every city. Know where you are expected to dock a bike by checking your local guidelines.

For example, in Philadelphia, cyclists can lock bikes to: bike racks, bike corrals public street poles or parking meters. They are prohibited from locking bikes to: trees, objects on private property (including railings or fences), the railings of trolley stations or areas with No Bikes signs. One cannot lock a bike where it might block pedestrians’ right-of-way, such as a curb cut.

Bikeshare riders in Philadelphia must dock their bike at a designated bikeshare station. This is common for many bikeshare programs, but not all. Some allow users to leave bikes anywhere or anywhere within a certain radius. Know the expectations set for users of your system before riding. Remember, bikeshare bikes are meant to be shared! Therefore, locking a bike with a personal lock is typically not allowed.

Bike Check

Before every ride, be sure to check the air breaks and bell to make your ride safe!

Air

Having properly inflated tires helps prevent flats. Feel the tire to assure it is hard. You should not be able to squeeze the tire. If the tire does not feel fully inflated, use another bike.

Breaks

Squeeze your front and rear brake levers to make sure that the brakes engage properly and smoothly. You know the breaks are tight when they tighten against the tires without touching the handlebars. If you can squeeze the breaks all the way down flat on the handlebars, they are too loose and you should check out a different bike.

Bell

A bell is a way to warn others that you are coming. Test the bell before checking out a bike.
Bike Discussions & Worksheets

In addition to tips for discussions, this section contains worksheets which are meant to organize class conversations about cycling interests and skills. Prior to each worksheet, you will find a brief description for using the form. When the Temple University Collaborative ran classes, these forms gave each class structure and focus. Forms may need to be updated to fit your needs and local laws. We’re here to help you to create similar materials appropriate for your city/state. Contact us (TUCollab@temple.edu) to let us know how we can help.

When using these forms, take time to discuss them with participants to assure understanding. We noticed issues completing forms related to eyesight and literacy. Often people would express frustrations that they forgot their reading glasses. Others had difficulty comprehending the information. To proactively address these concerns, you might assign participants into small teams to work together. In addition to helping people complete the forms, this can also increase reliance on each other, rather than on group leaders. If your aim is for people to bike independently, it is good to seize opportunities to foster independence from group leaders. In these moments, participants begin to understand that they are able to do this on their own. Group work also allows participants to engage with one another and help each other, thereby enhancing group cohesion.
Tips for Bike Discussions

Ask Open Ended Questions. Closed-ended questions can be answered with a quick yes or no. Open-ended questions may help you to learn something unexpected and enhance classroom interactions. Below are some suggested discussion prompts. Check the Pre & Post Group Ride Discussion worksheet for more.

Before a ride:
- How are you feeling?
- How do you think you will feel after today’s ride?
- What are you looking forward to today?
- What are your concerns for today’s ride?
- What is motivating you to bike today?
- How can we navigate or minimize possible challenges during today’s ride?

During a ride:
- How are you feeling?
- When/where do you want to take a break?

During a break:
- How are you feeling?
- What do you like about the ride so far?
- How much time should we spend relaxing?
- Would you like to make any changes during the rest of today’s ride? (speed, breaks, streets we ride on…)

After a ride:
- How are you feeling?
- What challenges did you face today?
- How did you overcome today’s challenges?
- How did today’s ride compare to what you expected?
- What were the best parts of today’s ride?
- Who will you talk to about today’s ride?
- How did our group members support one another during the ride?
- How do you feel now, compared to your emotions before today’s ride?

Anticipating the next ride:
- Which destinations should we visit during the next bike rides?
- How much time should we spend biking?
- Where should we take a break?
- How much time should we spend resting during a bike outing?
- What should we do differently to make future rides successful?
- Who should we invite to the next ride? Why them?
- Are there concerns about biking in this group that we should address before the next ride?
- When are you available to bike again?
- What things make our bike rides fun? How can we add more of these things to future bike outings?
Cycling Interests

Using this Form
Use this form to facilitate a discussion about motivations to bike. Give participants a few minutes to answer questions on their own then discuss answers as a group. Below, we share information about the questions.

Why do you want to bike?
People have various reasons for wanting to bike. Use personal reasons for biking to help people maintain motivation to attend classes and continue biking. You might also organize classes to meet people’s interests. Some of the things we heard from participants include:

• Spend time outdoors: Biking allows riders to get fresh air and to enjoy the weather.
• Exercise: Many people wanted to bike to maintain or reach a healthy weight.
• Socialize: While some wanted to bike alone, others wanted to use biking as an activity to do with their kids, grandkids, friends, and romantic partners. People also said that they wanted to bike to meet new people. Our groups were made up of providers and consumers of mental healthcare services. While biking, they said biking allowed them to step out of typical roles of patient and caretaker. They were able to interact as people, bikers. It helped them to see each other in new ways and strengthened relationships.
• Confidence & Competence: Many people had not been on a bike since childhood. Some had balance issues and arthritis. One used a prosthetic leg. They started classes fearful, wondering if they could bike. Class facilitators took time to understand the specific needs of participants and helped them build strategies to successfully bike, using a traditional bike.
• Novelty: Participants wanted to do something outside of their typical routine of meetings, chores, and work.
• Community Participation: Participants wanted to see new neighborhoods and places. They wanted to visit friends. Destinations of interest included parks, waterfront areas, libraries, and museums.
• Transportation: Compared to public transportation and car ownership, biking is a low-cost way to commute. Classes are designed to help people understand safe riding, planning routes, and increased biking stamina.
• Fun: There is a reason so many kids bike. Kids are experts in finding ways to have fun. Adults often prioritize work and chores over fun. Biking is a great opportunity for people to enjoy themselves and spend meaningful time with peers.

What places will you commute to by bike?
If you know where people want to bike, you can help them map safest directions and build the stamina necessary to go those distances. Participants from our groups wanted to bike for leisure, for example, using bike paths and fun with friends) and for transportation. If several participants want to visit similar places, include these destinations when planning group rides.

Who could you bike with? Do you know anyone who bikes?
Ask participants to discuss biking with peers, friends, and family. These people can encourage participants to bike outside of classes.

What are your concerns or worries about biking?
Explore and address concerns about safety biking on city streets or in dangerous neighborhoods, physical ability to bike, embarrassment being seen biking in the community.

Look for bike stations throughout the week.
Encourage participants to notice stations and to share this information with each other. Have them look in locations they visit frequently, including home, their health center, and friends’ houses.
1) Why do you want to bike?

2) What places will you commute to by bike?

3) Who could you bike with? Do you know anyone who bikes?

4) What are your concerns or worries about biking and participating in bike classes?

5) What are you most looking forward to in the bike classes?

6) How many classes do you have to participate in to receive your bike membership and to continue participation in this study? ______________

7) How many classes can you miss? ______________

8) Homework: Throughout the week, pay attention to bikeshare stations, bike lanes, bike shops, and the amount of people you see biking on the streets.
Bike Laws & Safety

Before Using This Form: Distribute & Review Safety Packet
A training booklet is included in the manual (the Safety section). Safe practices and legal information are outlined in this section. The legal information was designed to reflect Philadelphia laws and may need to be updated for use in your city/state.

Expectations and norms for group rides might include:
- Riding in a straight line and following a group leader
- All group members shout ‘pothole’ as a warning of obstacles (it can be difficult to see some obstacles when biking in a group)
- Leaders will cross green lights then assure that the entire group is together before proceeding, this will require the group to understand that they must pull to the side of the road to wait for the back of the group to cross streets
- Move out of the way of traffic at intersections, allow vehicles to pass to avoid causing traffic clogs
- Always signal when turning or stopping.

Using this Form
Safety training should be provided before participants ride on city streets. Even people who ride regularly might not be aware of the laws. Initial training should also establish group norms and expectations. The Bike Laws and Safety form is meant as a review of information retained following safety training. When we lead classes, we discuss laws and safety in the first class. Then, we start the second class by completing the Bike Laws & Safety form to identify the information retained and which topics need to be repeated.

Distribute the quizzes and encourage participants to work in groups to answer questions. Give them adequate time (at least ten minutes) and tell them that they have to continue working until the entire group agrees on each answer. Group leaders should avoid giving answers when the group is working on quizzes. If anyone was not in the first class, use this as an opportunity for peers to teach the material that was covered.

Then the group leader should review the quiz and discuss each answer. Ask group members why they answered questions the way they did before confirming or correcting answers.
1) Which is the proper fitted helmet?

![Helmet Options]

2) What do the following biking symbols mean?

![Biking Symbols]

3) The images of riders below are using bike signals. Match the rider with the correct signal. Imagine this biker is in front of you. You are looking at his back.

![Bike Signals]

Answer the following with True or False. Circle the correct answer

4) It is legal for adults to ride a bike on the sidewalk. True False

5) Bicyclists are legally allowed to take up an entire lane of traffic. True False

6) Bicyclists are allowed to ride on streets without bike lanes. True False

7) In most situations, bikes are expected to ride in the same direction as car traffic. True False
Using Bikeshare

Using this Form
This form is broken into sections. It is meant to be completed at a bikeshare station and in a location that is free of pedestrians and vehicle traffic where participants will practice quick rides and signaling. Below, the questions and suggested use of this form is described.

Before you ride
A quick safety check of a bike is completed before bikes are checked out. When still docked, participants will squeeze tires to assure they have enough air pressure, ring the bell to assure it is operational, and squeeze the breaks to be sure they are tightened. Breaks are deemed adequate if they are too tight to be squeezed to touch the handlebars.

Next participants will adjust their seats to an appropriate height. When sitting on a bike, participants should be able to put their feet on the ground, allowing them to stabilize themselves when stopped. If your bikeshare has seat numbers on the seat pole, write the number on the Using Bikeshare form.

Check out a bike
Participants should practice the various ways that they can check-out a bike. Depending on your bikeshare company, you might have the options of checking-out a bike with a text message, code, app, or key fob. Give participants an opportunity to try the various methods of checking-out a bike so they feel confident they can do it independently in the future.

Helmet
Assure that bike helmets are properly fit. This includes assuring that chin straps are properly tightened and helmets are flat on the head. Either a class facilitator or peer should sign-off on this sheet to approve the helmet fit.

Test Rides
Participants will complete two practice rides to show that they can balance, start and stop the bike, and signal while riding. The first ride will be in a straight line out and return, approximately fifty feet. The second ride will be the same distance, but the rider will be expected to turn. Either place obstacles on the ground, such as cones, or use natural obstacles, such as light poles to allow riders to practice navigating. This should be done in a location with limited pedestrian and car traffic. An empty parking lot is a great place to practice. Either a classroom facilitator or peer will watch participant and sign-off on proper riding and signaling.
Using Bikeshare

__________________________________________  _______________________________
Name Date

Before you ride:
☐ Check your bike before riding. Bike check: ☐ Breaks ☐ Tires ☐ Bell

☐ Adjust your seat the desired height. What is your seat number? ______________________

Check-Out a Bike:
☐ Use a phone to check-out a bike.

☐ Use a key card to check-out a bike

Return Bike:
☐ Check-in a bike.

Helmet
☐ Check for proper helmet fit Approved by: ______________________________

Test Rides
☐ First Ride: ride in a straight line Approved by: ______________________________

☐ Second Ride: navigate obstacles Approved by: ______________________________

☐ Use proper signaling Approved by: ______________________________

☐ Right ☐ Left ☐ Stop
**Pre & Post Group-Ride Discussion**

**Using This Form**
This form was developed to guide a conversation before and after the first group ride. Be sure to address issues before a ride and to process after. Give people many opportunities to discuss how they feel about biking to enhance the culture of cycling.

Our first ride was about a mile on a busy city street. Participants were concerned about physical stamina and traffic. It is important to brainstorm ways to limit the negatives. Remind riders that you will take frequent breaks and that nobody will be left behind. If people voice concerns about traffic, it allows an opportunity to discuss ways to be safe when riding. Our first rides were primarily in bike lanes. Telling people that they would expect to be in bike lanes decreased some fears. Reminding them that we were in a big group with a leader and follower who were experts at riding in the city also helped. Using signals and wearing helmets also increased safety. Some also felt better having someone (a buddy) who committed to riding nearby and remaining available to help as needed. Remain sensitive to your group’s needs to assure that they will want to go out on a second ride with you. After a first ride, most people from our groups said that they felt confident that they could ride again.

Don’t only focus on the negatives. Remember, biking is fun! If you know what people are looking forward to, you can work to enhance the positives. If people want to socialize, allow opportunities to stop and relax in parks or play games. If they want the exercise, remind them of how far you biked and how great that is for physical health.
**Pre & Post Group-Ride Discussion**

<table>
<thead>
<tr>
<th>Name</th>
<th>Date</th>
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</table>

<table>
<thead>
<tr>
<th><strong>Before a Ride</strong></th>
<th><strong>After a Ride</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>How are you feeling, physically?</td>
<td>How are you feeling, physically?</td>
</tr>
<tr>
<td>How are you feeling, mentally?</td>
<td>How are you feeling, mentally?</td>
</tr>
<tr>
<td>Where do you want to go?</td>
<td>Where did you go?</td>
</tr>
<tr>
<td>What challenges do you expect today?</td>
<td>What were the hardest parts of today?</td>
</tr>
<tr>
<td>How will you minimize these challenges?</td>
<td>How did you handle it?</td>
</tr>
<tr>
<td></td>
<td>Is there anything you’ll do differently next time?</td>
</tr>
<tr>
<td>What are you most looking forward to?</td>
<td>What were the best parts of today’s ride?</td>
</tr>
</tbody>
</table>
Maps & Apps

Using this Form

If your bikeshare has an app, this form offers and opportunity for participants to download and practice using it. Remember that while many people are completely comfortable using their phones to download apps, others may have never done this. Make time to assure that everyone is able to understand the purpose of the app and how to use it. Encourage peers with stronger computer skills to help others in the group.

This form is meant to help people work through the different features of the app. Some of the language was specific to our bike program. Update the form to reflect the bikeshare program you are using.

Not sure if your bikeshare program has an app? Use these different platforms to look it up!

Search and download with an Apple device: https://support.apple.com/en-us/HT204266

Search and download with an Android device: https://play.google.com/store/apps

No App?! No Problem!
If downloading the app is burdensome or not feasible for some participants, many of bikeshare companies will offer a parallel option through their website. This might not have as many features, but would likely show real-time information about bike availability.
Maps & Apps

Name  Date

1) Download the bikeshare app.

2) Locate the bikeshare station closest to your home.
   *If there are no stations near your home, find a station you will use most frequently.*

<table>
<thead>
<tr>
<th>Home (or most frequently visited location)</th>
<th>Location of station</th>
</tr>
</thead>
</table>

3) Use the maps and apps to find stations nearby the locations you go to regularly.
   First, list two destinations that you will use bikes to visit. These places might be for fun, like parks, cafes, or a friend’s house. Or, you might list healthcare providers.
   Next, use the maps or apps to find the station closest to your destination.

<table>
<thead>
<tr>
<th>Destination 1</th>
<th>Location of station</th>
</tr>
</thead>
<tbody>
<tr>
<td>Destination 2</td>
<td>Location of station</td>
</tr>
</tbody>
</table>

4) Use the bikeshare app to find one of the stations you listed in question 3. How many bikes are available at the station? How many docs are available at the station?

   | Location of station | Bikes available | Docs available |

5) Be an IndeHero! Locate any docking location where you can take a bike to receive points.

6) Be an IndeHero! Location any docking location where you can return a bike to receive points.
Planning a Ride

Using this Form

Give participants a physical map and ask them to open their bikeshare apps. Participant should decide where they want to go. Sometimes it is a challenge for new riders to decide where they want to bike. Some prompts to encourage this discussion might include: Are there any parks you’d like to visit? Is anyone interested in going to the library? What is your favorite place in town to shop? Or, you might give them a few options and let them choose.

Be sure that participants know how to locate bike lanes or have a general knowledge of where to find them.

Ask participants to use the first box to identify their starting location. This is the location where you are meeting your group. Next, ask them to write where you decide to go in the Destination box. This might be a park or library, or a neighborhood. The purpose of this session is to plan the route you will take to get from where you start to your final destination. This will help participants exercise their navigation skills and competence that they can do it independently.

Next, participants will find the nearest bikeshare station. Encourage them to use their bikeshare app to confirm that there are enough bikes at the station for everyone in your group.

Use the direction boxes to list the streets you’ll ride on. Request that participants to plan a ride on streets with bike lanes, whenever possible. If participants have trouble visualizing left, right, north, south, you might modify their directions to simply include streets that they will use.

Finally, locate a bikeshare station to doc your bikes. Participants should use their bikeshare apps to confirm that there are enough spaces to leave all the bikes that members will be riding.
# Planning a Ride

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Start</strong></td>
<td>Where are you now?</td>
</tr>
<tr>
<td><strong>Pick-up bikes from this bikeshare station</strong></td>
<td>Where will you pick-up a bike? Check the app to confirm there are bikes at this station.</td>
</tr>
<tr>
<td><strong>Direction</strong></td>
<td></td>
</tr>
<tr>
<td>What street will you take?</td>
<td>☐ Check this box if there a bike lane on this street.</td>
</tr>
<tr>
<td><strong>Direction</strong></td>
<td></td>
</tr>
<tr>
<td>What street will you take?</td>
<td>☐ Check this box if there a bike lane on this street.</td>
</tr>
<tr>
<td><strong>Direction</strong></td>
<td></td>
</tr>
<tr>
<td>What street will you take?</td>
<td>☐ Check this box if there a bike lane on this street.</td>
</tr>
<tr>
<td><strong>Direction</strong></td>
<td></td>
</tr>
<tr>
<td>What street will you take?</td>
<td>☐ Check this box if there a bike lane on this street.</td>
</tr>
<tr>
<td><strong>Direction</strong></td>
<td></td>
</tr>
<tr>
<td>What street will you take?</td>
<td>☐ Check this box if there a bike lane on this street.</td>
</tr>
<tr>
<td><strong>Park bikes at this bikeshare station</strong></td>
<td>Where will you doc (park) your bike? Check the app to confirm there are open docs to park your bike.</td>
</tr>
<tr>
<td><strong>Destination</strong></td>
<td>Where are you going?</td>
</tr>
</tbody>
</table>
Bikeshare Membership

Using this Form

Throughout classes, you should be having conversations about how participants can continue riding independently. This will include paying for membership. This final form was designed to inspire a conversation about continuing to use the bikeshare in Philadelphia. It has information specific to the Philadelphia bikeshare. Please consider modifying it for your purposes. Remember to include prices for both people who receive discounts and those who don’t because members may be interested in continuing to ride independently or they may have friends/family who want to bike together.
Bikeshare Membership

Name  Date

1) What is the monthly cost for an Indego bikeshare membership with an ACCESS card?

2) How long can you check-out a bike for each ride without paying an additional fee?

3) What is the cost (per hour) if you go over this amount of time (for ACCESS card holders)?

4) How many times can you use a bike during a month?

5) How can you contact Indego with questions or concerns?

6) Will you continue your membership?

7) If you answered yes, how will you pay for membership?  
   □ Cash  □ Credit/Credit Card

8) What stores allow you to pay for your membership using cash?

EXTRA CREDIT!

9) What is the monthly cost for non-ACCESS card holders?

10) What is the cost for non-ACCESS card holders if they take a bike for longer than an hour?
References


Appendix - Biking in your City/State
US Bikeshare Groups

Alabama
Zyp Bike Share | www.zypbikeshare.com | 844-997-2453 | Birmingham
Zagster | www.zagster.com | 844-924-7837 | Huntsville
War Eagle Bike Share | gotchabike.comauburn-university/ | 843-212-2190 | Auburn

Alaska
Fair Bikes | fairbikes.com | 907-687-6884 | Fairbanks

Arizona
Grid Bikes | gridbikes.com | 602-753-4743 | Phoenix, Mesa, Tempe
District on 5th Bike Share | gotchabike.comdistricton5thbikeshare/ | 843-212-2190 | Tucson

Arkansas
BCycle | www.bcycle.com | nationwide
CAB | www.cycleconway.combiking-info-in-conway/bike-share-repair/ | Conway
Zagster | bike.zagster.comconway/ | 202-999-3924 | Conway

California
Metro Bike Share | bikeshare.metro.net/ | 267-496-4139 | Downtown LA, Pasadena, Port of LA, Venice
Breeze Bike Share | santamonicabikeshare.com | 310-828-2525 | City of Santa Monica
Ford GoBike | www.fordgobike.com | 855-480-2453 | San Francisco, East Bay, San Jose, Oakland, Berkeley
State Employee BikeShare Program | www.dgs.ca.gov/ofam/Home/BikeShare.aspx | 916-657-2327 | Sacramento
Long Beach Bike Share | www.longbeachbikeshare.com | 562-269-1330 | Long Beach, CA
Zagster | www.zagster.com | 844-924-7837 | San Francisco
Sobi | socialbicycles.com | Long Beach, Hamilton
DECOBIKE, LLC | www.decobike.comsandiego/ | San Diego
VeloGo Bike Share | velogo.ca/ | 613-656-2122 | Ottawa, Gatineau
Weho Pedals Bike Share | wehopedals.com | 323-900-0669 | West Hollywood
Beverly Hills Bike Share | beverlyhillsbikeshare.com | 323-302-8130 | Beverly Hills
LimeBike | www.limebike.com#lime | South San Francisco, South Lake Tahoe, Imperial Beach
Tower Bridge Bike Share | bikethetower.com | 916-229-9953 | Sacramento and West Sacramento
Timbuk2 | www.timbuk2.com/content/bikeshare.html | San Francisco
Bay Bikes | baybikeshare.com | 650-524-5346 | San Mateo
LADOT | bike.lacity.org/what-we-do/bike-share/ | City of Los Angeles
JUMP | jumpmobility.com | San Francisco

**Colorado**
Denver BCycle | denver.bcycle.com | 303-825-3325 | Denver
Boulder BCycle | boulder.bcycle.com | 303-532-4412 | Boulder
Bike Fort Collins | bikefortcollins.org | Fort Collins
We Cycle | www.we-cycle.org | 970-205-9222 | Aspen, Basalt, Roaring Fork Valley
Zagster | bike.zagster.com/avonbikeshare/ | Avon
Golden Bike Library | squareup.com/store/online-store-for-golden-bike-library | 303-597-3600 | Golden

**Connecticut**
Bike New Haven | www.bikenewhavenct.com | New Haven
Mystic Community Bikes | www.mysticcommunitybikes.org | 860-536-3795 | Mystic
Goodwin College Bike Share | www.goodwin.edu/transportation/ | 860-528-4111 | Goodwin College, CT
Y-Bike | to.yale.edu/bike | 203-387-6734 | Yale University, New Haven City
Simsbury Free Bike | www.simsbury.bike/ | 860-841-2611 | Simsbury

**Florida**
AvMed Rides B-cycle | broward.bcycle.com | 754-200-5672 | Broward County (Dania Beach, Fort Lauderdale, Hallandale Beach, Hollywood, Lauderdale by the Sea and Pompano Beach)
Aventura BCycle | aventura.bcycle.com | Aventura
Citi bike | citibikemiami.com | 305-532-9494 | Miami
Coast | coastbikeshare.com | Tampa, St. Pete
ReCycle Bike | sga.fsu.edu/oss/recycle.shtml | 850-644-1811 | Florida State University
Gator Gears | bikes.ufl.edu/gator-gears/ | 352-392-3261 | University of Florida
Zagster | bike.zagster.com/gainesville/ | 202-999-3924 | Gainesville
Instabike | instabikekeywest.com | 305-741-7349 | Key West
Juice | juicebikeshare.com | 407-930-9414 | Orlando
LimeBike | www.limebike.com#lime | Key Biscayne
Share-A-Bull Bikes | coastbikeshare.com | usf-home | 813-616-1212 | University of South Florida
SkyBike | skybikewpb.com | West Palm Beach Downtown
Swan City Cycles | bike.zagster.com | lakeland/ | 202-999-3924 | Lakeland
SGA Bike Share | studentunion.ucf.edu | bike-share | 407-823-3677 | University of Central Florida
DecoBike | www.decobike.com | miamibeach | Miami Beach, Miami
Republic Bike | www.republicbike.com | bike_sharing.asp | 800-220-3420 | Dania Beach

Georgia
Relay | relaybikeshare.com | 678-710-9900 | Atlanta
CAT Bike | catbike.bcycle.com | 912-233-5767 | Savannah
Zagster | bike.zagster.com | carrollton/ | 202-999-3924 | Carrollton, Macon, Alpharetta, Suwanee
Scad Bike Share | www.scad.edu | bike-share | 843-212-2190 | Atlanta, Savannah

Hawaii
Bikeshare Hawaii | gobiki.org | Honolulu
University of Hawaii Hilo Bike Share | hilo.hawaii.edu | campusinfo/BikeShare.php | 808-932-7446 | University of Hawaii Hilo

Idaho
BOISEgreenBIKE | boise.greenbike.com | 208-345-7433 | downtown Boise, Boise State
Mountain Rides | mrbikeshare.org | Blaine County (Sun Valley, Ketchum, Hailey, Bellevue, Carey)
Palouse Bicycle Collective | www.uidaho.edu | infrastructure/parking/alternative-transportation/biking/bike-sharing | 208-885-6424 | University of Idaho, Moscow
Idaho Mountain Express | www.mtexpress.com | 208-726-8060 | Sun Valley, Ketchum, Hailey, Bellevue and Carey

Illinois
Divvy | www.divvybikes.com | Chicago
Bike Share 309 | bike.zagster.com | bikeshare309/ | 202-999-3924 | Central Normal, Bloomington
Zagster | bike.zagster.com | aurora-il/ | 202-999-3924 | Aurora
IWU Bike Share | www.iwu.edu | bikes/share.html | Illinois Wesleyan University
Bike Share Program | www.weizmann.ac.il | vs/bikeshare | Weizmann Institute of Science
Houston BCycle | houston.bcycle.com | 713-865-3662 | Houston
SIUE Bike Share Program | www.siue.edu | campus-recreation/programs-services/bike-share.shtml | Southern Illinois University Edwardsville
Bike and Roll Chicago | bikechicago.com | bikeshare/ | 312-729-1000 | Chicago
StarBikes Program | www.uis.edu/campusrec/programareas/wellness/bikeshare/ | 217-206-7103 | University of Illinois Springfield
City Cycle | bike.zagster.com/citycycle/ | 202-999-3924 | Peoria, Peoria Heights, East Peoria
Borrow-a-Bike | www.niu.edu/parking/alternative-transportation/borrow-a-bike.shtml | 815-753-1000 | Northern Illinois University

Indiana
LimeBike | www.limebike.com/#lime | South Bend
Indiana Bikeshare | www.pacersbikeshare.org | 317-653-1947 | Indianapolis
Bike Share Fort Wayne | www.visitfortwayne.com/bikeshare/ | 260-424-3700 | Fort Wayne
Columbike | columbike.bcycle.com | Columbus

Iowa
Des Moines BCycle | desmoines.bcycle.com | 515-333-5590 | Des Moines
Forest City Bike Share | www.forestcityia.com/forest-city-bike-share-program/ | Forest City
The Bike Share Program | nisg.uni.edu/bike-share-program | 319-273-2311 | University of Northern Iowa
Bike Share Program | www.luther.edu/sustainability/energy-climate/transportation/bikes/bike-share/ | 563-387-2000 | Luther College, Decora

Kansas
Kansas Cyclist | www.kansascyclist.com |
Topeka Metro Bikes | topekametrobikes.org | 785-730-8615 | Topeka

Kentucky
LouVelo | louvelo.com | 502-373-2500 | Louisville
Red Bike | www.cincyredbike.org/about | Cincinnati
Louisville BCycle | louisville.bcycle.com | 502-580-7766 | Louisville
Gotcha Bike | gotchabike.com/northern-kentucky-university/ | 843-212-2190 | Northern Kentucky University
WKU Big Red Bike Program | www.wku.edu/sustainability/brb/index.php | 270-745-0111 | Western Kentucky University
Bike Voucher Program | www.uky.edu/transportation/alternative-transportation_bicycle-information_voucher | 859-257-9000 | University of Kentucky, Lexington
Wildcat Wheels | www.uky.edu/sustainability/wildcat-wheels | 859-257-9000 | University of Kentucky, Lexington
**Louisiana**
Bike Easy | bikeeasy.org/advocacy/bikeshare_new_orleans/ | 504-861-4022 | Greater New Orleans

Geaux Velo | www.geauxvelobikeshare.com | University of Louisiana at Lafayette

**Maine**
Bates Green Bike | www.bates.edu/sustainability/green-bike-program/ | 207-786-6207 | Bates College

CEBE BikeShare | www.ecologybasedeconomy.org/bikeshare.html | 207-739-2101 | Norway, South Paris, Oxford

**Maryland**
Capital Bikeshare | www.capitalbikeshare.com | Montgomery County, MD

Baltimore Bike Share | www.bmorebikeshare.com | Baltimore

Howard County Bikeshare | howardcountybikeshare.com | 844-630-4626 | Howard County

MBike | bike.zagster.com/mbike/ | 202-999-3924 | University of Maryland, City of College Park

**Massachusetts**
Hubway | www.thehubway.com | Boston, Brookline, Cambridge, Somerville

**Michigan**
Arbor Bike | arborbike.org | 734-887-6909 | Ann Arbor

Campus Village Bike Share | gotchabike.com/campusvillagebikeshare/ | 843-212-2190 | Lansing

MoGo | mogodetroit.org | Detroit

SkyVue | gotchabike.com/skyvue/ | 843-212-2190 | East Lansing

Varsity | gotchabike.com/varsitybikeshare/ | 843-212-2190 | Ann Arbor

Battle Creek BCycle | battlecreek.bcycle.com | 800-841-9494 | Battle Creek

Jackson County BCycle | jacksoncounty.bcycle.com | 517-768-2901 | Jackson County

**Minnesota**
Nice Ride Minnesota | www.niceridemn.org | 612-677-1717 | Minneapolis, Saint Paul, greater Minnesota

The Marshall | gotchabike.com/themarshallbikeshare/ | 843-212-2190 | Minneapolis, Saint Paul

**Mississippi**
Rebel Pedals | bike.olemiss.edu/services/bike-rentals/ | 662-915-7211 | University of Mississippi

Zagster | bike.zagster.com/pascagoula/ | 202-999-3924 | Pascagoula, Biloxi
Missouri
Reserve Columbia Bike Share | gotchabike.comthereservecolumbiabikeshare/ | 843-212-2190
University of Missouri, Columbia

Nebraska
Heartland B-cycle | heartland.bcycle.com | 402-957-2453 | Omaha

Nevada
RTC Bike Share | rctbikeshare.bcycle.com | 844-641-7823 | Las Vegas

New Hampshire
Zagster | bike.zagster.comportsmouthnh/ | 202-999-3924 | Portsmouth, Darmouth, Manchester

New Jersey
Citi Bike | www.bikemunk.combike-share-companies/ | Jersey City

New Mexico
Zagster | bike.zagster.comabq/ | 202-999-3924

New York
CDPHP Cycle | cdphpcycle.com | 518-730-7202 | Albany
Rochester Bike Share | www.zagster.comsponsor-rochester/ | 202-999-3924 | Rochester
Hudson Bike Share | hudsonbikeshare.com | Hoboken, New York
Reddy Bike Share | reddybikeshare.socialbicycles.com | 716-407-7474 | Buffalo
Citi Bike | www.citibikenyc.com | New York, Manhattan, Brooklyn ,Queens

North Carolina
LimeBike | www.limebike.com#lime | Greensboro
Charlotte BCycle | charlotte.bcycle.com | 704-332-9585 | Charlotte
UNCW Hawk Wheels | gotchabike.comuncw/ | 843-212-2190 | University of North Carolina, WIlmington
Charlotte Wheels | gotchabike.comcharlottewheels/ | 704-464-0992 | University of North, Carolina, Charlotte

North Dakota
Great Rides Bike Share | greatrides.bcycle.com | 701-280-1202 | Fargo, North Dakota State University

Ohio
UH Bikes | uhbikes.com | 216-930-4344 | Cleveland
Link Dayton Ohio Bike Share | www.linkdayton.org | 937-496-3825 | Dayton
Oklahoma
Spokies | spokiesokc.com | 405-598-7433 | Oklahoma City
Tulsa Townies | www.tulsa-townies.com | Tulsa
The Reserve at Stinson | gotchabike.comthereservestinsonbikeshare/ | 843-212-2190 | Norman
Avid Square Bike Share | gotchabike.comavid-square-bike-share/ | 843-212-2190 | Stillwater
Crimson Cruisers | gotchabike.comcrimsoncruisers/ | 843-212-2190 | Oklahoma University, Norman

Oregon
Bike Town | www.biketownpdx.com | Portland

Pennsylvania
Indego | www.rideindego.com | 844-446-3346 | Philadelphia
Bike Pottstown/Bike Schuylkill | bikeschuylkill.org | Phoenixville, Pottstown, Hamburg
Pittsburgh Bike Share | pgbikeshare.org | Pittsburgh
Healthy Ride | healthyridepgh.com | Pittsburgh

Rhode Island
On Bike Share | www.onbikeshare.com | 401-475-8094 | Pawtucket
URlde | today.uri.edu/news(uri-launches-bike-sharing-program-on-campus/) | 401-874-5862 | University of Rhode Island

South Carolina
Greenville BCycle | greenville.bcycle.com | 864-423-9088 | Greenville
Spartanburg BCycle | spartanburg.bcycle.com | 864-598-9638 | Spartanburg
Half Mile North | gotchabike.comhalfmilenorth/ | 843-212-2190 | Charleston
Holy Spokes | charlestonbikeshare.com | Charleston

South Dakota
Rapid City BCycle | rapidcity.bcycle.com | 605-716-7979 | Rapid City

Tennessee
Chattanooga Bicycle Transit | www.bikechattanooga.com | 423-643-5950 | Chattanooga
EXPLOREBIKESHARE | www.explorebikeshare.com | S Memphis, Orange Mound, Binghampton
Nashville B-cycle | nashville.bcycle.com | 615-625-2153 | Nashville
Clarksville BCycle | clarksville.bcycle.com | 931-645-7476 | Clarksville
Texas
LimeBike | www.limebike.com#lime | Dallas
San Antonio BCycle | sanantonio.bcycle.com | 210-281-0101 | San Antonio
Houston BCycle | houston.bcycle.com | 713-865-3662 | Houston
Fort Worth BCycle | fortworth.bcycle.com | 817-348-0043 | Fort Worth
Local Downtown | gotchabike.comthe-local-san-marcos/ | 843-212-2190 | San Marcos
Austin B-Cycle | austinbcycle.com | 512-954-1665 | Austin
McAllen BCycle | mcallen.bcycle.com | 956-681-2453 | McAllen
El Paso B-cycle | elpaso.bcycle.com | 915-212-2453 | El Paso

Utah
Green Bike | greenbikeslc.org | 801-333-1110 | Central City, Salt Lake City, Downtown

Virginia
Capital Bikeshare | www.capitalbikeshare.com | Arlington, Alexandria, Fairfax
UBike | ubike.socialbicycles.com | University of Virginia, Charlottesville
Retreat | gotchabike.comretreat-at-blacksburg/ | 843-212-2190 | Blacksburg
Zagster | bike.zagster.comridesolutions/ | 202-999-3924 | Roanoke

Washington
LimeBike | www.limebike.com#lime | Seattle
Timbuk2 | www.timbuk2.comcontent/bikeshare.html | Seattle
Washington D.C.
Capital Bikeshare | www.capitalbikeshare.com | Washington, DC
JUMP | dc.jumpmobility.com | Washington, DC

Wisconsin
Madison BCycle | madison.bcycle.com | 800-473-4743 | Madison
Bublr Bikes | bublrbikes.org | 414-931-1121 | Milwaukee

Wyoming
ReRide - Cheyenne | reridecheyenne.com | 307-433-9730

This list is a modified version of Bikemonk’s list of bikeshare groups in the US, found at: www.bikemunk.com/bike-share-companies/.
US Bike Advocacy Groups

National

Alliance for Biking and Walking | www.facebook.com/pg/bikewalkalliance/about/?ref=page_internal | PeopleForBikes
peopleforbikes.org | (303) 449-4893 | info@peopleforbikes.org
CyclingSavvy | cyclingsavvy.org
International Mountain Biking Association | www.imba.com | (303) 545-9011 | info@imba.com
Bicycle Culture Institute | www.bicycleculture.org | hello@bicycleculture.org
League of American Bicyclists | www.bikeleague.org | (202) 822-1333 | bfa@bikeleague.org
National Bicycle Greenway | nbg.bikeroute.com
American Bicycling Education Association | abea.bike/ | (321) 209-5260 | info@abea.bike

Alabama
Alabama Bicycle Coalition | www.alabike.org | pres@alabike.org

Arizona
Coalition of Arizona Bicyclists | www.cazbike.org
Phoenix Spokes People | www.cazbike.org | (623) 252-0931 | cazbike@cazbike.org

Arkansas
Bicycle Coalition of the Ozarks | www.bconwa.com | info@bikenwa.org
Northeast Arkansas Bicycle Coalition | www.facebook.comNEABC/ | neabikecoalition@gmail.com
Bicycle Advocacy of Central Arkansas | www.bicycleadvocacy.com | info@bacar.org

California
California Bicycle Coalition | www.calbike.org | (916) 778.0746 | info@calbike.org
Bike Bakersfield | www.bikebakersfield.org | (661) 321-9247 | info@bikebakersfield.org
Bay Area Bicycle Coalition | www.bayareabikes.org | (415) 787-2893 | info@bayareabikes.org
Bike Santa Cruz County | www.bikesantacruzcounty.org | (831) 425-0665 | director@bikesantacruzcounty.org
Fresno County Bicycle Coalition | www.facebook.comfresnobike/ | info@fresnobike.org
Inland Empire Bicycle Alliance | iebikingalliance.org | (909) 307-4116 | iebamohd@gmail.com
Los Angeles County Bicycle Coalition | la-bike.org | (213) 629-2142 | info@la-bike.org
Marin County Bicycle Coalition | www.marinbike.org | (415) 456-3469 | info@marinbike.org
Merced Bicycle Coalition | www.mercedbicycletcoalition.org | info@mercedbicycletcoalition.org
Napa County Bicycle Coalition | www.napabike.org | info@napabike.org
Orange County Bicycle Coalition | ocbike.org | (949) 492 5737 | Editor@ocbike.org
Sacramento Area Bicycle Advocates | sacbike.org | (916) 444-6600 | bikevalet@sacbike.org
San Francisco Bicycle Coalition | www.sfbike.org | (415) 431-2453 | info@sfbike.org
San Diego County Bicycle Coalition | sdbikecoalition.org | (858) 487-6063 | execdir@sdcbc.org
San Luis Obispo County Bicycle Coalition | www.slobikelane.org | (805) 547-2055
Santa Barbara Bicycle Coalition | www.ssbike.org | (805)845-8955 | ed@ssbike.org
Silicon Valley Bicycle Coalition | bikesiliconvalley.org | (408) 287-7259 | shiloh@bikesiliconvalley.org
Sonoma County Bicycle Coalition | www.bikesonoma.org | (707) 545-0153 | info@BikeSonoma.org

Colorado
BikeDenver | www.bikedenver.org | (720) 667-1449 | info@bikedenver.org
Bicycle Colorado - Statewide | bicyclecolorado.org | (303) 417-1544 | info@bicyclecolorado.org
Bike Fort Collins | bikefortcollins.org | info@bikefortcollins.org

Connecticut
BikeWalk CT | (860) 904-2420
Elm City Cycling | elmcitycycling.org | elmcitycycling@gmail.com

Delaware
Bike Delaware | www.bikede.org | (302) 722-4591 | meetings@bikede.org

District of Columbia
Washington Area Bicyclist Association | www.waba.org | (202) 518-0524 | outreach@waba.org

Georgia
Georgia Bikes | georgiabikes.org | (706) 740-2453 | info@georgiabikes.org
Atlanta Bicycle Coalition | www.atlantabike.org | (404) 881-1112 | info@atlantabike.org
Bike Athens | bikeathens.com | admin@bikeathens.org
Bike Roswell! | bikeroswell.com | secretary@bikeroswell.com
Savannah Bicycle Campaign | bicyclecampaign.org | (912) 228-3096 | info@bicyclecampaign.org

Hawaii
Hawaii Bicycling League | www.hbl.org | (808) 735-5756 | bicycle@hbl.org

Idaho
BikeCDA | www.bikecda.com | team@bikecda.com
Illinois
Active Transportation Alliance - Chicago | activetrans.org | (312) 427-3325 | info@activetrans.org
Statewide bicycle advocacy organization | rideillinois.org | (630) 978-0583 | info@rideillinois.org
Champaign County Bikes | www.champaigncountybikes.org | Jeff@ChampaignCountyBikes.org
Bloomingon-Normal | bikeblono.org | info@bikeblono.org

Indiana
Bicycle Indiana | www.bicycleindiana.org | (317) 466-9701 | info@bicycleindiana.org
Bicycle Friendly Fort Wayne | bffw.org | info@bffw.org

Iowa
Iowa Bicycle Coalition | www.iowabicyclecoalition.org | (515) 309-2867 | bikeinfo@iowabicyclecoalition.org

Kentucky
Bicycling for Louisville | www.bicyclingforlouisville.org | (502) 438-9245 | info@bicyclingforlouisville.org

Louisiana
BikeLafayette | www.bikelafayette.org | brad@sustainablelafayette.org
Bike Easy - New Orleans | www.bikeeasy.org | (504) 861-4022 | info@bikeeasy.org
Bike Baton Rouge | www.bikebr.org | bikebatonrouge@gmail.com

Maine
Bicycle Coalition of Maine | www.bikemaine.org | 207-623-4511 | liz@bikemaine.org

Maryland
Bikemore | www.bikemore.net/ | (443) 475.0350 | info@bikemore.net
Bike Maryland | www.bikemaryland.org | (443) 406-2711 | bruce@bikemd.org

Massachusetts
Massachusetts Bicycle Coalition | www.massbike.org | (617) 542-2453 | bikeinfo@massbike.org
Boston Cyclists Union | www.bostoncyclistsunion.org | (617) 516-8877 | pete@bostoncyclistsunion.org

Michigan
Detroit Greenways Coalition | www.detroitgreenways.org | (313) 649-7249 | info@detroitgreenways.org
League of Michigan Bicyclists | lmb.org | (517) 334-9100 | info@lmb.org

Minnesota
Bicycle Alliance of Minnesota | www.bikemn.org | (651) 387-2445 | info@bikemn.org
Mississippi
Bike Walk Mississippi | www.bikewalkmississippi.org | bikewalk@bikewalkmississippi.org

Missouri
Missouri Bicycle and Pedestrian Federation | mobikefed.org | (816) 336-2550 | director@mobikefed.org
Trailnet - St. Louis metro | www.trailnet.org | (314) 455-6329 | info@trailnet.org
PedNet - Columbia | pednet.org | (573) 999-9894 | Annette@PedNet.org
BikeWalkKC - Kansas City metro area | bikewalkkc.org | (816) 205-7056 | info@bikewalkkc.org

Montana
Bike Walk Montana | www.bikewalkmontana.org | (406) 449-2787 | info@bikewalkmontana.org

Nevada
Lake Tahoe Bicycle Coalition | www.tahoebike.org | (775) 289-0273 | info@tahoebike.org
Muscle Powered – Carson City | www.musclepowered.org | (775) 315-2719 | mpboard@musclepowered.org

Nebraska
Nebraska Bicycling Alliance | www.nebike.org | (402) 699-3037 | info@nebike.org

New Jersey
New Jersey Bike & Walk Coalition | njbwc.org | info@njbwc.org
Bike JC - Jersey City | www.bikejc.org | info@bikejc.org
Morris Area Freewheelers Foundation - Morristown | www.mafw.org | membership@mafw.org

New Mexico
Bicycle Coalition of New Mexico | www.bikenm.org | info@bikenm.org

New York
New York Bicycling Coalition - Statewide | www.nybc.net/ | nybc@nybc.net
Albany Bicycle Coalition | albanybicyclecoalition.com
GObike Buffalo | gobikebuffalo.org | (716) 218-7161 | info@gobikebuffalo.org
Bike New York - New York City | www.bikenewyork.org | (212) 870-2080 | info@bike.nyc.org
Time’s Up! - New York City | times-up.org | (212) 802-8222 | timesup.events@gmail.com
Rochester Cycling Alliance | rochestercyclingalliance.org | info@rochestercyclingalliance.org
Ohio
Ohio Bicycle Federation - Statewide | www.ohiobike.org | obfchair@gmail.com
Bike Cleveland | www.bikecleveland.org | (216) 245-3101 | info@bikecleveland.org
Consider Biking - Columbus | www.considerbiking.org

Oregon
The Street Trust - Statewide | www.thestreettrust.org | info@thestreettrust.org
Bike Portland | bikeportland.org | (503) 706-8804 | info@bikeportland.org

Pennsylvania
Bicycle Coalition of Greater Philadelphia | www.bicyclecoalition.org | (215) 242-9253 | bike@bicyclecoalition.org
Bike Erie | bikeerie.org | (814) 580-8443 | Contact@BikeErie.org
Bike Pittsburgh | bikepgh.org | (412) 325-4334 | info@bikepgh.org
Bike Harrisburg | www.bikeharrisburg.org | (717) 798-4537 | mchastek2009@gmail.com
Centre Bike - Centre Region Bicycle Coalition | centrebike.org
WalkBikeBerks | walkbikeberks.blogspot.com
Bike Allentown | twitter.com/bikeallentown
Bicycle South Central PA | www.bicyclesouthcentralpa.org | (717) 460-4684 | morford@aol.com
Lebanon Valley Bicycle Coalition | bikelebanon.org | (717) 832-0105 | pat@bikelebanon.org

Puerto Rico
R.U.Ed.A. Ciclista | www.facebook.com/groups/ruedaciclista/about/

Rhode Island
Rhode Island Bicycle Coalition | ribike.org | (401) 297-2153 | info@ribike.org

South Carolina
Palmetto Cycling Coalition | www.palmettocycling.org | info@pccsc.net

South Dakota
South Dakota Bicycle Coalition - Statewide | www.facebook.com/SDBicycleCoalition

Tennessee
Nashville Bicycle Alliance | www.nashvillebicyclealliance.org | (615) 915-0307 | Bike@NashvilleBicycleAlliance.org
Walk/Bike Nashville | www.walkbikenashville.org | (615) 928-8801 | nora@walkbikenashville.org
Bike Walk Tennessee | www.bikewalktn.org | bikewalktn@gmail.com
Texas
BikeTexas - Statewide | www.biketexas.org | (512) 476-7433 | mail@biketexas.org
Bike Austin | bikeaustin.org | (833) 245-3287 | info@bikeaustin.org
Bike Houston | www.bikehouston.org | (832) 819-2453 | info@bikehouston.org
Please BE KIND to Cyclists - Austin metro | bekindtocyclists.org | (512) 553-9622 | web@bekindtocyclists.org
Velo Paso Bicycle-Pedestrian Coalition - El Paso | www.velopaso.org | info@velopaso.org

Utah
Bike Utah | bikeutah.org | (385) 831-1515 | info@bikeutah.org

Virginia
BikeArlington | www.bikearlington.compages/about/ | (703) 247-6980 | info@bikearlington.com
Shenandoah Valley Bicycle Coalition | www.svbcoaition.org | (571) 277-8121 | svbcoalition@gmail.com
RideRichmond | www.riderichmond.net/ | (804) 625-8126 | info@riderichmond.net
Bike Walk RVA | Richmond Metropolitan Sports Backers | www.sportsbackers.orgprogram/bike-walk-rva/ | 804.285.9495 | info@sportsbackers.org

Washington
Bicycle Alliance of Washington - Statewide | wabikes.org | info@wabikes.org
Bike Works - Seattle | bikeworks.org | (206) 725-8867 | info@bikeworks.org
Cascade Bicycle Club - Seattle | www.cascade.org | (206) 522-3222 | info@cascade.org
Bike Clark County - Vancouver | (360) 450-7145 | shop@bikeclarkcounty.org

West Virginia
Morgantown Municipal Bicycle Board | bikemorgantown.com | (304) 550-9450 | bikemorgantown@gmail.com

Wisconsin
Driftless Area Bicycle Coalition | driftlessbicycle.org | (608) 571-2453 | info@driftlessbicycle.org
Bicycle Federation of Wisconsin | bfw.org | (414) 476-1798 | info@wisconsinbikefed.org