



## Changes included in the 2019 Survey

This document describes changes to questions in the Bicycle Friendly State survey.

The explanations are grouped by the type of change and presented in the order of the questions asked in the Bicycle Friendly State survey. If you would like additional information on changes or explanations of other questions, then please contact [ken@bikeleague.org](mailto:ken@bikeleague.org).

### Summary of Changes from 2017 Survey

Based on data submitted to questions in the 2017 survey, as well as changes in the availability of data since 2017, the League made several changes for this 2019 Bicycle Friendly State survey.

Overall, the survey is roughly the same length, with 15 of 82 questions from 2017 being eliminated and 14 new questions or answer options added for 2019.

The League will answer slightly less than 40% of questions with public data. A total of 32 out of the 82 survey questions will be answered by the League with public data thanks to 7 additional questions being answered using public data in 2019. The League will make the public data used available a month before the survey closes and each state has a chance to provide additional data or correct the League's understanding.

### 15 Questions eliminated from 2017 Survey

1. IF2. Did your state transfer any funds from the Transportation Alternatives Program (TAP) to other federal-aid categories in FY 2016? Yes/No
  - **Reason for elimination:** States may have a variety of reasons for transferring TAP funds. Our larger concern is use of TAP funds and all eligible FHWA funding programs on bicycling and walking improvements, which can be measured as or more effectively in other ways.
2. IF3. If your state transferred TAP funds, what percent of the statewide Transportation Alternatives fund was transferred? Text Box
  - **Reason for elimination:** States may have a variety of reasons for transferring TAP funds. Our larger concern is use of TAP funds and all eligible FHWA funding programs on bicycling and walking improvements, which can be measured as or more effectively in other ways.
3. IF6. Does your state DOT allow 10 foot lane widths without a design exception or other process triggered by that lane width for state DOT controlled or funded roads with posted speed limits of 35 mph or less that are not limited access roads? Yes/No
  - **Reason for elimination:** We provided a detailed explanation of this question for the last survey, but ultimately, we judged this question to be too complicated to communicate effectively with stakeholders and the public. We believe that regularly allowing narrower

lanes provides the ability to stripe or install better bicycle infrastructure and/or slow vehicle speeds and will continue to look for an appropriate way to incorporate that belief into our state advocacy.

4. IF8. Has your state DOT established circumstances under which a separated or protected bike lane can be created without a design exception, or similar process, triggered by inclusion of that lane? Yes/No
  - **Reason for elimination:** We provided a detailed explanation of this question for the last survey, but ultimately, we judged this question to be too complicated to communicate effectively with stakeholders and the public. We effectively replaced this question with IF6 which more directly asks about the installation of separated or protected bike lanes.
5. IF16. What, if any, state revenue sources regularly used for transportation funding administered by the state DOT cannot fund bicycling and walking projects? Text Box
  - **Reason for elimination:** We provided a detailed explanation of this question for the last survey, but ultimately, we judged this question to be too complicated to communicate effectively with stakeholders and the public. In addition, we did not believe that the data provided accurately represented state limitations.
6. EE4. Does your state driver's license test require that a test taker answer at least one question about a motorist's responsibilities towards a bicyclist? Yes/No
  - **Reason for elimination:** Our primary contacts are with agency staff at state DOTs. In many or most states, the DOT does not overlap with driver licensing and our contacts may not be familiar with test requirements. In addition, there are several ways to interpret this question and that made it unlikely to be a question with great communications or advocacy value. We plan to address this issue in the future using a dedicated research project.
7. EE5. Does your state driver's license test require that a test taker answer at least one question about a motorist's responsibilities towards a pedestrian? Yes/No
  - **Reason for elimination:** Our primary contacts are with agency staff at state DOTs. In many or most states, the DOT does not overlap with driver licensing and our contacts may not be familiar with test requirements. In addition, there are several ways to interpret this question and that made it unlikely to be a question with great communications or advocacy value. We plan to address this issue in the future using a dedicated research project.
8. LE4. Does your state have a law that protects pedestrians in a non-signalized crosswalk? Yes/No
  - **Reason for elimination:** This is a question about pedestrian law that can be answered with public data and so is not necessary to include in the Bicycle Friendly State survey.
9. LE5. Does your state have a law that allows bicyclists to legally signal a right turn with his/her right hand? Yes/No
  - **Reason for elimination:** While this question captures something important, and may illuminate how much a state legislature has thought about the experience of bicyclists in its traffic law, it was decided that there are more important priorities to consider.
10. LE14. Does your state have a primary enforcement cell phone use ban for novice drivers? Yes/No
  - **Reason for elimination:** We want to focus more directly on the most effective distracted driving laws. Those laws are laws that apply to all drivers.
11. LE16. Does your state have a primary enforcement texting ban for novice drivers? Yes/No

- **Reason for elimination:** We want to focus more directly on the most effective distracted driving laws. Those laws are laws that apply to all drivers.
12. PP6. Does your state DOT have chip seal policy, guidance document, or standard? Yes/No
- **Reason for elimination:** This was primarily a data gathering question and we look forward to engaging more on this issue in the future when there is a more developed policy ask.
13. PP13. If your state operates or funds transit, do you have a written policy for bicycle accommodations on transit vehicles? Yes/No
- **Reason for elimination:** This was primarily a data gathering question and we look forward to engaging more on this issue in the future when there is a more developed policy ask.
14. EP17. If your state operates or funds fixed route transit, have you conducted or funded a rider survey with questions about biking and/or walking access to transit in the last 18 months? Yes/No/State does not operate or fund fixed route transit
- **Reason for elimination:** This was primarily a data gathering question and we look forward to engaging more on this issue in the future when there is a more developed policy ask.
15. G4. Please make your case in a creative way - video, infographic, etc... Contact your Governor, Secretary of DOT, or other officials to make the most persuasive case possible.
- **Reason for elimination:** States should use scarce resources to convince their residents to bike rather than to convince organizations that they are good for biking.

## 9 New questions added to 2019 survey, 3 of which will be answered with public data

1. [NEW] IF2. Analysis of Transportation Alternative Set-Aside Reporting
  - a. **Reason for addition:** This analysis will look at TA Annual Reports as published by FHWA. Our analysis looks at whether reporting appears to be an accurate representation of the demand for Transportation Alternatives funding. We do not expect every TA application to be funded, but we want to give credit to states that report more demand and states that report in a way that appears consistent and accurate (e.g. the number of applications should be more than the number of funded projects).
2. [NEW] IF3. Does your state DOT have a policy that targets non-motorized safety within the implementation of the data-driven Highway Safety Improvement Program?
  - a. **Reason for addition:** Traditionally, bicycle and pedestrian safety improvements have struggled to be funded through HSIP. Many states code zero HSIP funds as going to bicycle and pedestrian safety improvements, even when there are high numbers of bicyclist and pedestrian fatalities. Overall, roughly 1% of HSIP is spent on bicycling and walking safety improvements while bicyclists and pedestrians represent 18% of traffic fatalities. We believe this difference does not reflect a data-driven approach that includes the safety of all users and that policies need to target non-motorized safety in order to correct the difference.

3. [NEW] IF6. Are protected or separated bike lanes installed on any state-controlled roadway in your state?
  - a. **Reason for addition:** In writing the 2018 Benchmarking Report on Bicycling and Walking, it became clear that there was an interest in reporting on protected or separated bike lanes. Existing data provides some evidence of the existence of protected or separated bike lanes on state-controlled roadways, but this question provides an easy to reference understanding of whether protected or separated bike lanes are installed on a state-controlled roadway, in the same manner as data is provided on bike boxes and bicycle signals.
4. [NEW] IF9. Are buffered bike lanes installed on any state-controlled roadway in your state?
  - a. **Reason for addition:** In writing the 2018 Benchmarking Report on Bicycling and Walking, it became clear that there was an interest in reporting on buffered bike lanes. Existing data does not appear to provide evidence of the existence of buffered bike lanes on state-controlled roadways. This question provides an easy to reference understanding of whether buffered bike lanes are installed on a state-controlled roadway, in the same manner as data is provided on bike boxes and bicycle signals.
5. [NEW] EE4. Does your state DOT have a goal for the prevalence of people biking in the state?
  - a. **Reason for addition:** In writing the 2018 Benchmarking Report on Bicycling and Walking, it became clear that a question about this type of goal had been included in previous version of that report. Adding this question will allow a better understanding of state goals.
6. [NEW] EE5. Does your state DOT have a goal for the prevalence of people walking in the state?
  - a. **Reason for addition:** In writing the 2018 Benchmarking Report on Bicycling and Walking, it became clear that a question about this type of goal had been included in previous version of that report. Adding this question will allow a better understanding of state goals.
7. [NEW] LE4. Does your state have a law that allows bicyclists to legally ride electrically-assisted bicycles?
  - a. **Reason for addition:** In recent years the bicycle industry has placed an emphasis on passing legislation that clarifies rules for electrically-assisted bicycles. They, and other sources, have also made it easier to assess laws for electrically-assisted bicycles. Given the potential benefits of electrically-assisted bicycles this question will provide valuable insight into their legality in each state.
8. [NEW] EP10. Has your state established any design standards or guidance for bicycle facilities on routes designated as U.S. Bicycle Route System routes or other long-distance bicycle routes?
  - a. **Reason for addition:** While a lot of attention has been paid to bicycle facilities in urban areas, there is less guidance for rural bicycling networks, which often make up significant portions of long-distance bicycle routes. Examples of rural guidance include guidance on [Small Town and Rural Multimodal Networks](#), [case studies](#) on existing long-distance touring networks, and guidance on [signage](#). While we expect that most states only have standards or guidance for signage on long-distance routes, or suitability of those routes, proactive design standards meant to ensure a high-quality experience for route users would be ideal.

9. [NEW] EP12. Has your state DOT set a target to reduce vulnerable road user fatalities and serious injuries?
  - a. **Reason for addition:** Moving Ahead for Progress in the 21<sup>st</sup> Century (MAP-21) created categories of performance measures for states as a condition of receiving federal transportation funding. The [safety performance measure rule](#) was finalized in 2016 and initial targets were submitted in 2017. States have now reported their targets to FHWA and can be judged upon those targets and their progress. This question will use that public data to judge states on their target setting, providing an incentive to set aggressive targets to improve safety.

## 4 Questions with new answer options or other minor changes to the question

1. PP14 (2017)/PP12 (2019) What steps has your state DOT taken to reduce the cost of bicycle and pedestrian infrastructure?
  - o Added 3 options based on the [FHWA Accelerating Multimodal Project Delivery Guidebook](#)
    - [NEW] Increasing Staff Capacity and knowledge to allow the production of bicycle and/or pedestrian infrastructure at scale
    - [NEW] Providing technical assistance to support small and/or rural communities without bicycle and/or pedestrian expertise
    - [NEW] Providing flexibility in funding smaller, low-cost projects and project elements
2. EP5 (2019) Does your state DOT include design guidance on the following facilities in a bike and/or pedestrian plan, state DOT document, or by reference to an AASHTO, NACTO, or another design guidance document – minor changes to language, one additional option
  - o [CHANGED] Bicycle paths → Bicycle and/or shared use paths
  - o [CHANGED] HAWK signals → HAWK signals, Rectangular Rapid Flashing Beacons, or similar enhanced non-motorized crossings
  - o [NEW] Raised pedestrian and/or path crossings
3. EP9 (2017)/EP7 (2019) Does your state DOT prioritize transportation investments, including bicycle and pedestrian investments, based on any of the following factors?
  - o Minor change to language to make it clear that this applies to all transportation investments and stressing prioritization, not just consideration
4. EP15 (2017)/EP17 (2019) Please indicate methodologies used for counting people who bike and walk that your state DOT has used or funded in the past 18 months
  - o Added option about rideshare vendor data
    - [NEW] Bikeshare or micro-mobility vendor data (e.g. data produced by a vendor according to a protocol like the [Mobility Data Specification](#) used by Los Angeles Metro or through a third party)

## 4 Questions continued from the 2017 survey that are now answered by the League with public data

1. IF4. If eligible, did your state apply for 405 non-motorized safety funding?
  - The League will answer this question based on information available here: <https://www.nhtsa.gov/highway-safety-grants-program/fy-2019-grant-funding-table>.
2. LE12 (2017)/LE11 (2019). Analysis of state statutory speed limits and local authority to set lower speed limits
  - The League will answer this question based on an analysis of information available here, which summarizes data from NHTSA's [Summary of State Speed Laws Twelfth Edition](#) available here: <https://drive.google.com/open?id=1f29xoMYhUJwnW7EWC6uPTo8ITqTgM4TQ>.
3. LE18 (2017)/LE15 (2019). Does your state permit photo enforcement of traffic laws?
  - The League will answer this question based on information available here: <https://www.ghsa.org/state-laws/issues/speed%20and%20red%20light%20cameras>.
4. PP5. Does your state DOT consider bicycles when implementing shoulder rumble strips?
  - The League will answer this question based upon information available in [NCHRP 641 Guidance for the Design and Application of Shoulder and Centerline Rumble Strips](#): Table 6. Summary of North American shoulder rumble strip practices.
  - In 2017, this read as “Does your state DOT have a rumble strip policy, guidance document, or standard?”