



**BICYCLE FRIENDLY  
STATE**

# Bicycle Friendly State 2019 Survey

## TO APPLY

Surveys are only accepted online. To submit a survey, visit <https://bikeleague.secure-platform.com/a/organizations/main/home>.

Email questions regarding the BFS survey or process to [ken@bikeleague.org](mailto:ken@bikeleague.org)

## DEADLINE

**July 31, 2019**

## APPLICATION TIPS

- **You should answer every question on this survey to the best of your ability.** We don't expect any state to do everything, but we want information on everything so as to understand differences between states and report comparative information.
- **The survey consists of 83 survey questions and 8 open-ended questions where you can provide additional information that will help us understand your state.**
  - For 31 of the 83 survey questions, the League plans to initially answer those questions with public data or data that we have obtained from a prior survey. These questions are distinguished in three ways on this paper application:
    1. These questions have a *gray font*.
    2. These questions have an explanatory paragraph that generally includes the data source that we will use to answer the question.
    3. These questions do not generally ask you to answer them, but instead ask you to provide a link to a source that you believe answers the question better than our data source, or you can provide a link to a document that explains why you believe our interpretation of the data is incorrect. *You do not have to provide any answers to these questions.*
  - For 7 of the 83 questions, the data provided will not be used for a state's Bicycle Friendly State ranking. These questions are included as part of the biennial Benchmarking Report. These questions are distinguished on this paper application and in the online application by the italicized phrase: *"This data is not judged for the Bicycle Friendly State ranking, but is used for the Benchmarking Report."*
- If your state is doing something that isn't listed in the checkboxes, or that goes above and beyond any of the check box options, please tell us about it! Each category has an open-ended text box at the end of the category. In addition, the 'General Overview' section at the end of the survey provides three opportunities to give us more details. This not only helps us to better understand your state, it also helps improve the program by identifying new trends and best practices.



# BICYCLE FRIENDLY STATE

## 2019 SURVEY

For review only. Only applications submitted online will be considered.

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## Applicant Information

### State

Text Box:

**First Name** This is linked to your user profile and will auto-fill.

**Last Name** This is linked to your user profile and will auto-fill.

**Job Title** This is linked to your user profile and will auto-fill.

**Company/Organization Name** This is linked to your user profile and will auto-fill.

**Email Address** This is linked to your user profile and will auto-fill.

**Are there any additional contacts that should be included on communications about the Bicycle Friendly State program for your state?**

- Yes
- No

If Yes, the following fields will appear.

Name of Contact (first and last):  
Contact's Organization  
Contact's Email Address

<input type="text"/>
<input type="text"/>
<input type="text"/>

Would you like to add another contact?

- Yes [if selected form repeats]
- No

You can add up to 6 additional contacts. If you have additional contacts then there is a large text box where you can enter each contact's name (first and last), the name of their organization, and their email address. Please separate each of those three items by a semi-colon (;) so that the information is easy to manage.



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### INFRASTRUCTURE & FUNDING

#### Use of Federal Transportation Funding

##### IF1. Analysis of FHWA Spending Data

The League will provide an analysis of FHWA data from the Fiscal Management Information System (FMIS) at least one month before the deadline for this application. Our analysis looks at the % of federal funds spent on bike/ped, per capita federal funds spent on bike/ped, the number of federal funding programs used for bike/ped, and whether or not TAP was used for bike/ped. If you would like to provide additional information on how your state has used FHWA funds for bicycling and/or walking-related investments then please do so here.

Link:

##### [NEW] IF2. Analysis of Transportation Alternative Set-Aside Reporting

The League will provide an analysis of [FHWA data](#) at least one month before the deadline for this application. The 2015 FAST Act created a reporting requirement for project applications to the Transportation Alternative set-aside within the Surface Transportation Block Grant Program. Our analysis looks at whether reporting appears to be an accurate representation of the demand for Transportation Alternatives funding.

Link:

##### [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?

Over the last decade both bicyclist and pedestrian fatalities have increased as a percentage of all traffic fatalities. However, in many states Highway Safety Improvement Program (HSIP) funds are not used for bicyclist and pedestrian safety improvements. The League believes that HSIP, as a data-driven program, must be able to prioritize bicyclist and pedestrian safety improvements where data shows that bicyclist and pedestrian fatalities are a significant portion of traffic fatalities

- Yes
- No

If Yes, please describe.

Text Box:



**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>. If you disagree with that data, then please provide a citation the law that contradicts it.

Text Box:

### Design and Existence of Infrastructure

**IF5. Has your state DOT recommended protected or separated bike lanes during the planning and design phase of a roadway project?**

- Yes
- No

**[NEW] IF6. Are protected or separated bike lanes installed on any state-controlled roadway in your state?**

- Yes
- No

**IF7. Does your state DOT have a design manual, or has your state adopted or endorsed a design manual, that includes guidance for protected and/or separated bike lanes?**

- Yes
- No

**IF8. Has your state DOT recommended buffered bike lanes during the planning or design phase of a roadway project?**

- Yes
- No

**[NEW] IF9. Are buffered bike lanes installed on any state-controlled roadway in your state?**

- Yes
- No



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**IF10. Please provide a link to a document that describes guidelines for the inclusion of bicycle facilities based upon context (e.g. ADT, target or posted speed limit, number of vehicle lanes or other considerations) if your state DOT has such a document.**

Contextual Guidance for Selecting All Ages & Abilities Bikeways			
Roadway Context			
Target Motor Vehicle Speed <sup>1</sup>	Target Max. Motor Vehicle Volume (ADT)	Motor Vehicle Lanes	Key Operational Considerations
Any	Any	Any	Any of the following: high curbside activity, frequent buses, motor vehicle congestion, or turning conflicts <sup>2</sup>
< 10 mph	Less relevant	No centerline, or single lane one-way	Pedestrians share the roadway
≤ 20 mph	≤ 1,000 – 2,000	≤ 500 – 1,500	< 50 motor vehicles per hour in the peak direction at peak hour
≤ 25 mph	≤ 1,500 – 3,000	Single lane each direction, or single lane one-way	Low curbside activity, or low congestion pressure
	≤ 3,000 – 6,000	Greater than 6,000	
Greater than 26 mph <sup>3</sup>	Any	Multiple lanes per direction	
	≤ 6,000	Greater than 6,000	Low curbside activity, or low congestion pressure
High-speed/limited access roadways, natural corridors, or geographic edge conditions with limited conflicts	Any	Any	High pedestrian volume
	Any	Any	Low pedestrian volume

<sup>1</sup>While posted or 85th percentile motor vehicle speed are commonly used design speed targets, 50th percentile speed represents high-end speeding, which causes greater stress to bicyclists and more frequent passing events. Setting target speed based on this threshold results in a higher level of bicycling comfort for the full range of riders.

<sup>2</sup>Setting 25 mph as a motor vehicle speed threshold for providing greater bikeway options is consistent with many other traffic safety and vision zero policies. However, some states use a 30 mph posted speed as a threshold for providing bikeways, consistent with providing level of Traffic Stress level 2 or 1.5 (2) that can effectively reduce stress and accommodate more types of riders.<sup>4</sup>

<sup>3</sup>Operational factors that lead to bikeway conflicts are reasons to provide protected bike lanes regardless of motor vehicle speed and volume.

E.g. [https://nacto.org/wp-content/uploads/2017/12/NACTO\\_Designing-for-All-Ages-Abilities.pdf](https://nacto.org/wp-content/uploads/2017/12/NACTO_Designing-for-All-Ages-Abilities.pdf) (p. 4)

Link:

**IF11. Are bike boxes installed on any state-controlled roadway in your state?**

- Yes  
 No

**IF12. Are bike specific traffic signals installed on any state-controlled roadway in your state?**

- Yes  
 No

### State Transportation Funding

**IF13. What was the amount of state funding (i.e. derived from state revenue sources) allocated to bicycling and walking projects and programs in FY2018?**

Number  
Box:

**IF14. Does your state DOT provide competitive grants using state funding for bicycle and pedestrian-related planning, projects, or programs?**

- Yes  
 No



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**IF15. Does your state DOT or a state law impose a financial burden on local governments if roadway lanes are reduced or dedicated to bicycle space rather than motor vehicles?**

E.g. requiring a locality pay for maintenance of a bicycle lane or sidewalk when the locality would not pay for roadway lane maintenance. If this does not apply to your state because your state DOT only builds and maintains state-owned roads then answer "Does not apply."

- Yes
- No
- Does not apply

If Yes, please describe.

Text Box:

### Planned and Recently Built Bicycle & Pedestrian Facilities

**IF16. How many LANE MILES of planned bicycle facilities does your state expect to have installed on or adjacent to state owned or controlled roads within the next 2 years?**

Number Box:

**IF17. How many LANE MILES of bicycle facilities has your state installed on or adjacent to state owned or controlled roads within the past 2 years?**

Number Box:

**IF18. How many LANE MILES of planned pedestrian facilities does your state expect to have installed on or adjacent to state owned or controlled roads within the next 2 years?**

*This data is not judged for the Bicycle Friendly State ranking, but is used for the Benchmarking Report.*

Number Box:

**IF19. How many LANE MILES of pedestrian facilities has your state installed on or adjacent to state owned or controlled roads within the past 2 years?**

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Number Box:



## EDUCATION & ENCOURAGEMENT

### Mode Share & Advocacy

#### EE1. Is there an active statewide bicycle or pedestrian advocacy group?

The League will provide the name(s) of currently active advocacy groups in your state at least one month before the deadline for this application. If you would like to submit additional information please do so here.

- I'd like to provide information for another group
- All groups that I am aware of were identified
- I am not familiar with the named group(s)

If "I'd like to provide information for another group" is selected, then the following fields will appear.

- Please enter the name of the statewide bicycle and pedestrian group(s)
- Please enter a contact name for the group named above
- Please enter an email address for the contact named above
- Would you like to enter another group? [repeats form]

#### EE2. Analysis of people who bike

The League will provide an analysis of American Community Survey data regarding people who bike in your state at least one month before the deadline for this application. If you would like to submit additional information about how many people bike in your state please do so here.

File Upload:

#### EE3. Analysis of people who walk

The League will provide an analysis of American Community Survey data regarding people who walk in your state at least one month before the deadline for this application. If you would like to submit additional information about how many people walk in your state please do so here. *This data is not judged for the Bicycle Friendly State ranking, but is used by the Benchmarking Report.*

File Upload:

#### **[NEW] EE4. Does your state DOT have a goal for the prevalence of people biking in the state?**

This goal may be expressed as a specific number of trips or percentage of mode share, or as a targeted growth in trips, mode share, or other data about the prevalence of bicycling.

- Yes
- No

If Yes, please describe:

Text Box:





## BICYCLE FRIENDLY STATE

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#### [NEW] EE5. Does your state DOT have a goal for the prevalence of people walking in the state?

This goal may be expressed as a specific number of trips or percentage of mode share, or as a targeted growth in trips, mode share, or other data about the prevalence of bicycling.

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- Yes
- No

If Yes, please describe:

Text Box:

### State DOT Education & Encouragement Support

#### EE6. Does the state invest in educational materials that teach people how to ride bicycles safely?

- Yes
- No

If Yes, options are provided to provide a link or upload an example:

Link:

File Upload:

#### EE7. Does your state DOT maintain a webpage or website that directs bicyclists to relevant state traffic laws, planning documents, and/or other state programs that affect bicycling in your state?

- Yes
- No

If Yes, Please provide a link to the website or webpage [Required].

Link:

#### EE8. Did your state DOT sponsor or host at least one conference open to the public focused on biking and/or walking within the last 18 months?

- Yes
- No

If Yes, Please provide a link to a website that shows a schedule for the conference [Required].

Link:

#### EE9. Did your state DOT sponsor or host an event or series of events to promote bicycling and/or walking as a way to increase physical activity within the last 18 months?

- Yes
- No

If Yes, Please provide a link to a website that references the event(s) [Required].



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Link:

## LEGISLATION & ENFORCEMENT

### Laws that create protections for people who bike and walk

**LE1. Does your state define a safe passing distance for motorists overtaking bicyclists as 3 feet or more?**

The League will answer this question based on information available here:

[https://bikeleague.org/sites/default/files/Safe\\_Passing\\_Laws\\_07\\_2018.pdf](https://bikeleague.org/sites/default/files/Safe_Passing_Laws_07_2018.pdf). If you disagree with that data, then please provide a citation the law that contradicts it.

Text Box:

**LE2. Does your state specify a safe passing distance for motorists overtaking bicyclists as a distance sufficient to avoid contact with a bicyclist if the bicyclist were to fall over?**

The League will answer this question based on information available here:

[https://bikeleague.org/sites/default/files/Safe\\_Passing\\_Laws\\_07\\_2018.pdf](https://bikeleague.org/sites/default/files/Safe_Passing_Laws_07_2018.pdf). If you disagree with that data, then please provide a citation the law that contradicts it.

Text Box:

**LE3. Does your state have a Vulnerable Road User law and/or there are increased penalties for motorists who injure or kill vulnerable road users, including cyclists?**

The League will answer this question based on information available here:

[https://bikeleague.org/sites/default/files/VulnerableRoadUser\\_8\\_2018.pdf](https://bikeleague.org/sites/default/files/VulnerableRoadUser_8_2018.pdf). If you disagree with that data, then please provide a citation the law that contradicts it.

Text Box:

### Laws that regulate the behavior of people who bike and walk

**[NEW] LE4. Does your state have a law that allows bicyclists to legally ride electrically-assisted bicycles?**

The League will answer this question based on information available here: <https://peopleforbikes.org/our-work/e-bikes/>. If you disagree with that data, then please provide a citation the law that contradicts it.

Text Box:



**LE5. Analysis of mandatory use laws with exceptions and standards**

The League will answer this question based on information available here:

[https://bikeleague.org/sites/default/files/MandatoryUse\\_8\\_2018.pdf](https://bikeleague.org/sites/default/files/MandatoryUse_8_2018.pdf). If you disagree with that data, then please provide a citation the law that contradicts it.

Text Box:

**LE6. Analysis of Where to Ride laws with exceptions and model language**

The League will answer this question based on information available here:

[https://bikeleague.org/sites/default/files/Wheretoride\\_8\\_2018.pdf](https://bikeleague.org/sites/default/files/Wheretoride_8_2018.pdf). If you disagree with that data, then please provide a citation the law that contradicts it.

Text Box:

**LE7. Is there a mandatory bicycle helmet law (by state law or enabling legislation)?**

The League will answer this question based on information available here:

[https://bikeleague.org/sites/default/files/Bicycle\\_Helmet\\_Laws\\_07\\_2018.pdf](https://bikeleague.org/sites/default/files/Bicycle_Helmet_Laws_07_2018.pdf). If you disagree with that data, then please provide a citation the law that contradicts it.

Text Box:

**LE8. If your state requires bicycle helmet use, what is the highest age that the law applies to?**

The League will answer this question based on information available here:

[https://bikeleague.org/sites/default/files/Bicycle\\_Helmet\\_Laws\\_07\\_2018.pdf](https://bikeleague.org/sites/default/files/Bicycle_Helmet_Laws_07_2018.pdf). If you disagree with that data, then please provide a citation the law that contradicts it.

Text Box:

**LE9. Are there limitations on whether the failure to wear a helmet can be used in a lawsuit?**

The League will answer this question based on information available here:

[https://bikeleague.org/sites/default/files/Bicycle\\_Helmet\\_Laws\\_07\\_2018.pdf](https://bikeleague.org/sites/default/files/Bicycle_Helmet_Laws_07_2018.pdf). If you disagree with that data, then please provide a citation the law that contradicts it.

Text Box:



## BICYCLE FRIENDLY STATE

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**LE10. Does your state have language in its vehicle code prohibiting a motorist from opening an automobile's door unless the motorist is able to do so safely?**

The League will answer this question based on information available here:

[https://bikeleague.org/sites/default/files/Dooring\\_Laws\\_07\\_2018.pdf](https://bikeleague.org/sites/default/files/Dooring_Laws_07_2018.pdf). If you disagree with that data, then please provide a citation the law that contradicts it.

Text Box:

### Laws that lower vehicle speeds

**[Revised] LE11. 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>. If you disagree with that data, or would like to describe additional data that should be considered, please do so in the following text box.

Text Box:

### Laws that regulate driver behavior and methods of enforcement

**LE12. Does your state have a primary enforcement cell phone use ban for all drivers?**

The League will answer this question based on information available here: <https://www.ghsa.org/state-laws/issues/distracted%20driving>. If you disagree with that data, then please provide a citation the law that contradicts it.

Text Box:

**LE13. Does your state have a primary enforcement texting ban for all drivers?**

The League will answer this question based on information available here: <https://www.ghsa.org/state-laws/issues/distracted%20driving>. If you disagree with that data, then please provide a citation the law that contradicts it.

Text Box:

**LE14. Does your state require the use of a hands-free device for cell phone use while driving?**

The League will answer this question based on information available here: <https://www.ghsa.org/state-laws/issues/distracted%20driving>. If you disagree with that data, then please provide a citation the law that contradicts it.

Text Box:



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### LE15. 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>. If you disagree with that data, then please provide a citation the law that contradicts it.

Text Box:

## POLICIES & PROGRAMS

### Complete Streets

#### PP1. Does your state have a complete streets policy?

The League will answer this question based upon information available here: <https://smartgrowthamerica.org/program/national-complete-streets-coalition/policy-development/policy-atlas/>. If that information is not correct, please provide a link to your policy below.

Link:

#### PP2. How does your state DOT ensure compliance with and the implementation of your state's Complete Streets policy?

Please mark all that are appropriate.

- Project Development Process,
- Exception Procedure,
- Checklist,
- Funding is tied to compliance, or
- Other (Please explain)

If Other, Please explain your state DOT's compliance strategy.

Text Box:

#### PP3. Did the state DOT sponsor one or more trainings for state and/or local government employees that included instruction on the implementation of the state's Complete Streets policy or bicycle and pedestrian accommodation policy in 2018?

- Yes
- No



**PP4. Does your state have a formal Complete Streets policy exception process that creates a written explanation of each project exception that is publicly reported or available by Freedom of Information Act request?**

- Yes
- No

**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.

According to NCHRP 641, “there is consensus that a milled rumble strip pattern with the following dimensions provides a reasonable compromise between the needs of bicyclists and motorists (i.e., bicycle-tolerable rumble strip pattern):

- Width: 5 in. (127 mm),
- Depth: 0.375 in. (10 mm), and
- Spacing: 11 to 12 in. (280 to 305 mm).” [at p. 138, see also Table 87]

If that information is not correct, please provide a link to your policy below.

Link:

### State of Practice Development

**PP6. Did the state DOT sponsor one or more trainings that included instruction on the following infrastructure type in 2018?**

- Protected bike lanes
- Rural bicycling routes
- Buffered bike lanes
- Bicycle signals
- HAWK signals
- Pedestrian priority zones/woonerfs
- Leading pedestrian intervals
- Low-cost plazas/parklets/sidewalk expansion

**PP7. Does the state DOT have a full-time bike/ped coordinator, program manager or equivalent position?**

- Yes
- No

If No, Please tell us more:

- The bike/ped coordinator is a part-time position
- The bike/ped coordinator is a responsibility of an employee with other responsibilities



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- The bike/ped coordinator position has been vacant for more than 12 out of the past 18 months
- Other

If Other, Please describe.

Text Box:

### Design and Access Policies

**PP8. Has your state adopted the National Association of City Transportation Officials (NACTO) Urban Street Design Guide?**

The League will answer this question based on information available here: <http://nacto.org/publication/urban-street-design-guide/endorsement-campaign/>. If you disagree with that data, then please provide a link to a document that shows that engineers in your state DOT can use the Urban Street Design Guide.

Link:

**PP9. Has your state adopted the National Association of City Transportation Officials (NACTO) Urban Bikeway Design Guide?**

The League will answer this question based on information available here: <http://nacto.org/publication/urban-bikeway-design-guide/endorsement-campaign/>. If you disagree with that data, then please provide a link to a document that shows that engineers in your state DOT can use the Urban Bikeway Design Guide.

Link:

**PP10. Does your state DOT address bicycle and pedestrian access on, or alternatives to, network significant bridges and tunnels?**

- Yes
- No

If Yes, Please provide a link or describe the law/policy (Optional).

Text Box:

**PP11. Does your state DOT use context-sensitive design speeds when setting roadway speeds?**

At the January 2019 meeting of the [National Committee on Uniform Traffic Control Devices](#), the National Committee adopted Item [No. 18B-RW-03](#), which recommended that the Manual on Traffic Control Devices be updated to remove the requirement that speed limits are set by an “engineering study [that] shall include an analysis of the current speed distribution of free-flowing vehicles” and added factors to consider when setting or revising speed limits, including roadway context and people biking and walking.

- Yes
- No

If Yes, Please provide a link or describe the law/policy (Optional).



Text Box:

### Sustainable Transportation Policies

#### PP12. What steps has your state DOT taken to reduce the cost of bicycle and pedestrian infrastructure?

Please select all that are appropriate. See FHWA's [Accelerating Multimodal Project Delivery Guidebook](#) for additional information and ideas.

- Coordinating improvements with repaving and other maintenance projects
- Investing in new technologies that allow the production of bicycle and/or pedestrian infrastructure at scale
- Increasing Staff Capacity and knowledge to allow the production of bicycle and/or pedestrian infrastructure at scale
- Providing technical assistance to support small and/or rural communities without bicycle and/or pedestrian expertise
- Updating project development processes to include bicycling and walking improvements as a matter of course
- Pursuing Programmatic Categorical Exclusion Agreements or other environmental review streamlining
- Providing flexibility in funding smaller, low-cost projects and project elements
- Other

If Other, Please describe (Optional).

Text Box:

#### PP13. How has your state DOT worked to incorporate health into transportation decision-making?

- The state DOT regularly works with the state Department of Health on planning activities
- The state DOT has a formal process for integrating health considerations into project development (e.g. a Health Impact Assessment)
- The state DOT has a formal process for integrating health considerations into project selection (e.g. selection criteria include effects on physical activity)
- The state DOT promotes active transportation in coordination with the state air quality agency when developing and implementing the State Implementation Plan for air quality conformity
- The state DOT has stated health goals in its Long-Range Transportation Plan
- The state DOT and the state Department of Health partner, coordinate, or collaborate on a physical activity-related grant program, technical assistance program, or other program
- The state DOT does not see health as part of its mission
- Other

If Other, Please describe (Optional).

Text Box:





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### EVALUATION & PLANNING

#### State DOT Bicycle & Pedestrian Plans

**EP1. Does the state have a statewide bike plan and/or a combined bike and pedestrian plan that was adopted within 10 years of calendar year 2018?**

The League will provide the year of the most recent plan that we are aware of at least one month before the deadline for this application.

- Yes
- No

If Yes, What year was the most recent plan adopted?

Text Box:

**EP2. Does the state have a statewide pedestrian plan that was adopted within 10 years of calendar year 2018?**

*This data is not judged for the Bicycle Friendly State Ranking, but is used for the Benchmarking Report.*

- Yes
- No

If Yes, What year was the most recent plan adopted?

Text Box:

**EP3. Does your state DOT plan to begin or finish an update to any bike/ped plan within the next year?**

- Yes
- No

**EP4. Does your state DOT have an up-to-date inventory of bicycle facilities, as defined by your state DOT, which includes at least all state DOT owned facilities?**

The Federal Highway Administration has an ongoing effort to add bicycle inventory data to the Highway Performance Monitoring System through a consultant-led process called Developing National Bicycle Facility Inventory Data. See e.g. <https://tpf.transportation.org/wp-content/uploads/sites/35/2018/09/FHWA-Bike-Ped-Innovation-Update.pdf>

- Yes
- No

If Yes, the following fields appear:

Is this inventory available to the public?

- Yes
- No

If Yes, please provide a link.



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Link:

Is this inventory available to MPOs and other public agencies so that they can add their facilities?

- Yes
- No

**EP5. 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:**

Please mark all that are appropriate.

- Bicycle lanes
- Bicycle and/or shared use paths
- Protected bike lanes
- Rural bicycling routes
- Buffered bike lanes
- HAWK signals, Rectangular Rapid Flashing Beacons, or similar enhanced non-motorized crossings
- Sidewalks
- Leading pedestrian intervals
- Raised pedestrian and/or path crossings

**EP6. Does your bike plan or pedestrian plan recommend that any other state guidelines, plans, policies, or other documents are updated in order to implement the bike plan or pedestrian plan?**

- Yes
- No

If Yes, Please list all such documents.

Text Box:

**EP7. Does your state DOT prioritize transportation investments, including bicycle and pedestrian investments, based on any of the following factors?**

Please mark all that are appropriate.

- Transportation Equity factors, such as low vehicle ownership and low income, older adult, or minority groups;
- Mobility factors, such as areas with high population/employment density and proximity to transit;
- Health factors, such as low rates of physical activity or high rates of diabetes or heart disease;
- Economic development factors, such as proximity to parks or destination trail development; and/or
- Other

If Other, please explain.

Text Box:



## BICYCLE FRIENDLY STATE

### 2019 SURVEY

For review only. Only applications submitted online will be considered.

**EP8. Has your state DOT bike plan, state DOT policy, or has any state DOT funded project attempted to identify bike/ped network gaps created by state DOT funded or controlled limited access facilities, including when new limited access facilities are built?**

- Yes
- No

**EP9. Does your state recognize and promote improvements to long-distance bicycle routes, such as the U.S. Bicycle Route System routes?**

For example, the Adventure Cycling Association and the American Association of State Highway and Transportation Officials co-operate to designate, promote, and improve long-distance bicycle routes. This nationally coordinated route system provides for bicycling-related tourism development: [www.adventurecycling.org/usbrs](http://www.adventurecycling.org/usbrs).

- Yes
- No

**[NEW] EP10. Has your state established any design standards for bicycle facilities on routes designated as U.S. Bicycle Route System routes or other long-distance bicycle routes?**

- Yes, for USBRS routes
- Yes, for at least one state-designated bicycle route
- No

### Bicycle and Pedestrian Safety

**EP11. What is the year that your state plans to reach zero traffic fatalities?**

Please answer with a four digit year (e.g. 2020). If your state does not have such a plan, then please enter NA.

Text Box:

**[NEW] EP12. Has your state DOT set a target to reduce vulnerable road user fatalities and serious injuries?**

This question will be answered based on the data provided to the FHWA based upon the [Safety Performance Measure Final Rule](#) adopted in 2016 that requires each state to set annual safety performance targets in their HSIP report, including targets for the “number of non-motorized fatalities and number of non-motorized serious injuries combined.”

If you would like to provide additional information, please do so here.

Text Box:



## BICYCLE FRIENDLY STATE

### 2019 SURVEY

For review only. Only applications submitted online will be considered.

#### EP13. Is bicycle safety an emphasis area in the state Strategic Highway Safety Plan?

The League will provide its understanding this answer based on data available at the site below at least one month before the deadline for this application: [https://rspcb.safety.fhwa.dot.gov/shsp\\_cop.aspx#](https://rspcb.safety.fhwa.dot.gov/shsp_cop.aspx#).

If you disagree with that data, or our understanding of that data, then please upload a version of your Strategic Highway Safety Plan that confirms this answer if it conflicts with the information provided by the League.

File Upload:

#### EP14. Is pedestrian safety an emphasis area in the state Strategic Highway Safety Plan?

The League will provide its understanding this answer based on data available at the site below at least one month before the deadline for this application: [https://rspcb.safety.fhwa.dot.gov/shsp\\_cop.aspx#](https://rspcb.safety.fhwa.dot.gov/shsp_cop.aspx#). *This data is not judged for the Bicycle Friendly State ranking, but is used for the Benchmarking Report.*

If you disagree with that data, or our understanding of that data, then please upload a version of your Strategic Highway Safety Plan that confirms this answer if it conflicts with the information provided by the League.

File Upload:

#### EP15. Analysis of bicyclist fatalities

The League will provide the per capita fatality rate, per bike commuter fatality rate, and rate of change of bicycle fatalities in your state based upon NHTSA FARS data at least one month before the survey deadline. If you would like to provide any additional information about bicyclist fatalities in your state, please do so here.

File Upload:

### Understanding People who Bike and Walk

**EP16. Has your state DOT implemented a program, or created a funding program for local entities, to conduct surveys and/or counts of people who bike and walk in the past 18 months?**

- Yes
- No

If Yes, Please provide a link to information about this program

Link:



## BICYCLE FRIENDLY STATE

### 2019 SURVEY

For review only. Only applications submitted online will be considered.

**EP17. Please indicate methodologies used for counting people who bike and walk that your state DOT has used or funded in the past 18 months:**

Please mark all that are appropriate.

- Continuous permanent counters
- Continuous mobile counters
- Pedestrian/Bicyclist Documentation Project counts
- Mobile app data (e.g. Strava metro)
- 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)
- Other

If Other, please explain.

Text Box:

**EP18. Is your state DOT currently working with USDOT, other states, and/or cities or other entities within your state to provide bicycle and pedestrian count data in a uniform or standard format?**

The FHWA has provided guidance on counting practices through its Traffic Monitoring Guide: <https://www.fhwa.dot.gov/policyinformation/tmguide/> (see Chapter 4) and is working to incorporate non-motorized counting into the Traffic Monitoring Analysis System.

- Yes
- No

### Formal User Group Engagement

**EP19. Does your state have a combined bicycle and pedestrian advisory council (BPAC) or similar group with bicyclist participation?**

- Yes
- No

**EP20. Does your state have a standalone pedestrian advisory council?**

*This data is not judged for the Bicycle Friendly State ranking, but will be used for the Benchmarking Report.*

- Yes
- No



# BICYCLE FRIENDLY STATE

## 2019 SURVEY

For review only. Only applications submitted online will be considered.

### EP21. If you have a BPAC or similar group, does it meet at least twice a year?

When answering this question please answer it from the perspective of an individual committee. If you have a BAC that meets once a year and a PAC that meets once a year that should not result in a "Yes" for this question.

- Yes
- No

### EP22. If you have a BPAC or similar group, how many state and local agencies regularly attend meetings?

Number Box:

### EP23. If you have a BPAC or similar group, how many user groups or representatives regularly attend meetings?

Number Box:

## GENERAL OVERVIEW

### G1. Please list and describe the three most impressive improvements of or investments in bicycling and walking in your state from the last year.

Please separate each aspect by a semi-colon [;] so that we can easily separate each aspect.

Text Box:

### G2. Please list and describe up to three aspects that must be improved in order to make the state more bicycle and walking friendly.

Please separate each aspect by a semi-colon [;] so that we can easily separate each aspect.

Text Box:

### G3. Please list and describe up to three currently existing State DOT efforts that you believe should be supported by state and local bicycling and walking advocates over the next year.

Please separate each aspect by a semi-colon [;] so that we can easily separate each aspect.

Text Box: