Successes & Suggestions

The Bicycle Friendly State report card is based on over 100 data points for each state and input from state agencies and advocates. Based on the information we obtained for Michigan, the League of American Bicyclists believes the following actions will improve the safety, comfort, and accessibility of bicycling in Michigan.

The Michigan Department of Transportation is building on its past work of regional bicycle plans with a statewide comprehensive Active Transportation Plan. This effort should help coordinate county and city efforts and set the stage for more improvements for people who bike and walk.

Congratulations on taking steps to create a statewide pedestrian and bicycle count program. Developing data on bicycle and pedestrian volumes is important for understanding the success of projects.

Michigan should adopt a law that requires the use of a hands-free device while driving. Such laws make it easier to enforce distracted driving laws.

Congratulations on adopting a safe passing law, which requires drivers to provide a safe passing distance of at least three feet when overtaking a person bicycling. Make sure that this law is publicized to law enforcement and the public through a coordinated safety messaging campaign.

Adopt a law that allows people biking to treat stop signs as yield signs. This type of law has been adopted in Arkansas, Delaware, Idaho, and Oregon.

Michigan has a high number of bicyclist fatalities. Ensure that bicycle safety is a major emphasis in all transportation projects, programs and policies to address this issue.

Ensure that state guidelines, plans, policies, or other documents are updated so that they are consistent with and make it routine to implement your state’s bike plan or bicycle and pedestrian plan.

Adopt the NACTO Urban Streets Design Guide in order to ensure that guidance on a wide variety of active transportation facilities and traffic calming methods are available to all staff within your state DOT.

Adopt a vulnerable road user law that increases penalties for a motorist that injures or kills a bicyclist or pedestrian.

Michigan has set a safety target [https://safety.fhwa.dot.gov/hspd/spm/state_safety_targets/] that anticipates an increase in the number of non-motorized fatalities and serious injuries. While this target may reflect current trends, it is also a statement of goals and Michigan should set goals that reflect a commitment to improving road safety and reaching zero deaths and serious injuries.
## Category Breakdown:

**MICHIGAN**

### Infrastructure & Funding

**Ranked 23 of 50 States**  
- **Has the state made it easy to build bicycle infrastructure and installed a variety of infrastructure on state facilities?**  
  - **B-**
- **Does the state allocate funding to bicycling or limit state funding for bicycling?**  
  - **C**
- **Does the state take advantage of available federal funding for biking and walking?**  
  - **C+**
- **How many lane miles of bicycle and pedestrian facilities has the state reportedly planned to build and built?**  
  - **C**

### Policies & Programs

**Ranked 15 of 50 States**  
- **Does the state have a complete streets policy and processes to support its implementation?**  
  - **B-**
- **Does the state have policies in place to ensure good design and access for people who bike and walk?**  
  - **C**
- **Does the state support trainings on bicycle and pedestrian infrastructure and complete streets implementation?**  
  - **B+**
- **Does the state work incorporate multi-disciplinary considerations in the development and implementation of transportation projects?**  
  - **C+**

### Education & Encouragement

**Ranked 18 of 50 States**  
- **Does the state DOT support bicycling and walking events and education materials?**  
  - **A**
- **Do people bike to work and are they organized to advocate for improvements?**  
  - **C**

### Legislation & Enforcement

**Ranked 9 of 50 States**  
- **Does the state have strong comprehensive distracted driving laws and allow photo enforcement?**  
  - **C**
- **How does the state unnecessarily restrict the behavior of people who bike and walk?**  
  - **A-**
- **Does the state have laws that provide specific protections for people who bike and walk?**  
  - **B**

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**SEE THE BICYCLE FRIENDLY STATE DATABASE MAP:**

[BIKELEAGUE.ORG/BFA/AWARDS]

The Bicycle Friendly State ranking is based on a comprehensive survey completed by state departments of transportation and state bicycling advocates. For more information, visit bikeleague.org/states or contact Ken McLeod at (202)-822-1333 or ken@bikeleague.org.