



BICYCLE FRIENDLY STATES 2019

State Departments of Transportation in the Era of Safe Streets

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As Bicyclist Fatalities Rise, Actions by State DOTs More Important than Ever

The number of people killed while biking in 2018 reached the highest level in a single year since 1990, representing a 6.3% increase over 2017, according to data released by the National Highway Traffic Safety Administration (NHTSA). At the same time, overall traffic deaths fell by an estimated 2.4%. While roadways are becoming safer for some users—namely drivers—not everyone who uses our roads to get around is benefiting. To make roads safer for people biking and walking, more work needs to be done at both the policy and ground levels.

Nationally, 22% of roadways are state-owned. Yet, 45% of bicyclist fatalities occur on state-owned roadways. In only 4 states is the percentage of bicyclist fatalities on state roads lower than the percentage of roads owned by the state.

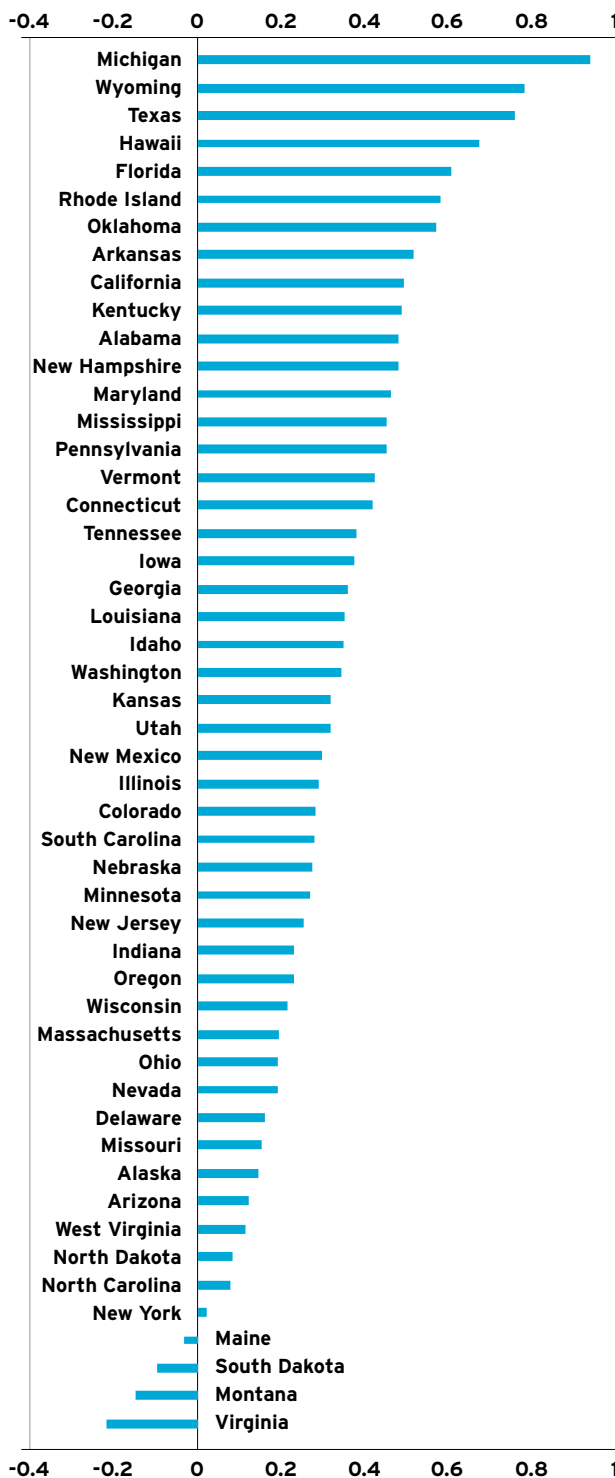
Data on the ownership of roadways where traffic deaths occurred is relatively new, first becoming available in 2015. After three years of tracking where drivers are killing people on bikes, it's clear these deaths are disproportionately happening on state-owned roadways.

This data shows that traffic safety goals such as [Vision Zero](#) or [Toward Zero Deaths](#) will not be achievable without state Departments of Transportation taking a hard look at their current practices that lead bicyclist fatalities to be over-represented on their roadways. On average the ratio of bicyclist deaths on state-owned roadways to the percentage of roadways owned by the state is more than 3:1. As an example, 88% of bicyclist fatalities in Hawaii occurred on state-owned roadways, which make up just 21% of all roadways there.

While these higher fatality numbers may reflect that states own larger roadways that move more vehicle traffic, it is hard to deny that the data shows that state-owned roadways are some of the most dangerous roadways for people who bike in practically every state.

States are crucial actors for the safety of people biking and walking. Governors can provide leadership to state agencies, promote tourism or economic development around bicycling, or champion legislation that addresses safety funding and other needs. Legislatures can create laws that protect people on our roadways, provide clear rules of the road, authorize enforcement, and ensure that state agencies have a mandate to pursue safe and complete bicycling networks. **Making roadways safer for people on bikes isn't a platitude, it requires action.**

FIG. 1 Over- or Under-Representation of Bike Deaths on State Roads¹



1. Some states appear to struggle reporting this data to the National Highway Traffic Safety Administration, with eight states failing to code 10% or more of bicycle fatalities with roadway ownership. Michigan, Texas, North Carolina, and California failed to code more than 40% of bicycle fatalities. This chart treats those un-coded fatalities as fatalities on state-owned roadways, and shows that on average bicycle fatalities are over-represented in 46 states.



Most of the League's Bicycle Friendly State ranking is based upon the reported actions of state Departments of Transportation (DOT). State DOTs can be dramatically different – in some states they own less than 10% of roadways and in others they own more than 80%. But, in each state, the DOT is a crucial actor for the safety of people biking and walking. These agencies often have budgets that dwarf the transportation budgets of cities, towns, and other communities – meaning they have the capacity to potentially provide the technical expertise, planning, and administrative backbone for coordinated roadway improvements even where they do not own a significant portion of the roadways. Federal funding often flows through state DOTs to communities, providing each state DOT some measure of control over those investments and the ability to influence projects that can improve or degrade bicycling.²

Ranking states since 2008, the League of American Bicyclists created its Bicycle Friendly StateSM program to promote actions that improve bicycling. Each ranking looks at numerous indicators, data, policies, laws, and survey responses from state officials and bicycle advocates to understand how states compare to each other in terms of making roads safer, more comfortable, and more accommodating for people who bike.

With this year's ranking, the League of American Bicyclists is taking a harder look at how states are planning for the safety of people who bike. We hope that this report helps Governors, state legislatures, advocates, and the public better understand how states are making – or not making – streets safer for people who bike.

2. For a discussion of how federal funding flows through state DOTs, please see Chapter VI: Effective Transportation Governance from the [2018 Benchmarking Report on Bicycling and Walking in the United States](#).



Bicycle Friendly Actions in All 50 States

While the data on bicyclist fatalities paints a troubling picture, every state is taking actions recommended by the League of American Bicyclists to improve bicycling.

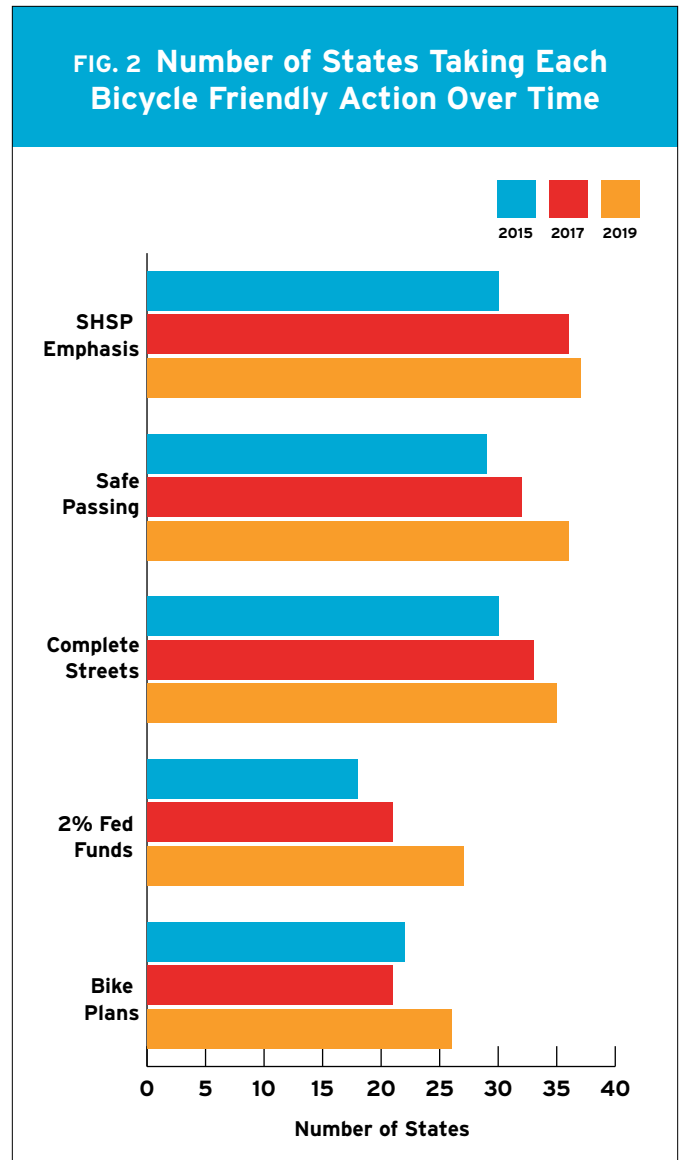
In 2017, the League identified five Bicycle Friendly Actions that we believe every state should take to show its commitment to improving conditions for people who bike. Two years ago, there were three states that didn't have a single Bicycle Friendly Action. Now, every state has at least one and we have seen increases in every single type of Bicycle Friendly Action. In fact, the average state has more than three out of our five Bicycle Friendly Actions and eight – California, Colorado, Connecticut, Illinois, Minnesota, Oregon, Pennsylvania, and Washington – have taken all five.

The League of American Bicyclists' Bicycle Friendly Actions are:

1. A Safe Passing Law
2. A Complete Streets Action
3. An Emphasis on Bicycle Safety
4. A Recent Statewide Bike Plan
5. A Minimum Level of Federal Funds Spent on Biking and Walking

You can learn more about each action at <https://bikeleague.org/bicycle-friendly-actions/>. We look forward to working with our over 300-member advocacy organizations to make sure that every state takes all five Bicycle Friendly Actions.

Please contact our Policy Director, Ken McLeod, at ken@bikeleague.org if you would like to campaign for an action in your state.



States, and the Federal Government, Stepping Up

The increase in bicyclist deaths over the last several years has been widespread, with 35 states seeing an increase in the rate of bicyclist deaths per bike commuter. Given the widespread safety issues that people bicycling face, it is important that solutions are made at scale.

While cities have made many advancements in recent years, we need more coordinated action by states and the federal government to achieve widespread changes that make bicycling a safe and comfortable transportation option for more people.

This section highlights promising areas for state and federal collaboration that can lead to systemic changes at Departments of Transportation (DOTs).

1. Commitment to Vision Zero

Our Bicycle Friendly State survey data and data from the Federal Highway Administration (FHWA) suggest that **Vision Zero remains an ideal for most states, rather than a policy that reliably informs decision-making and goals.**

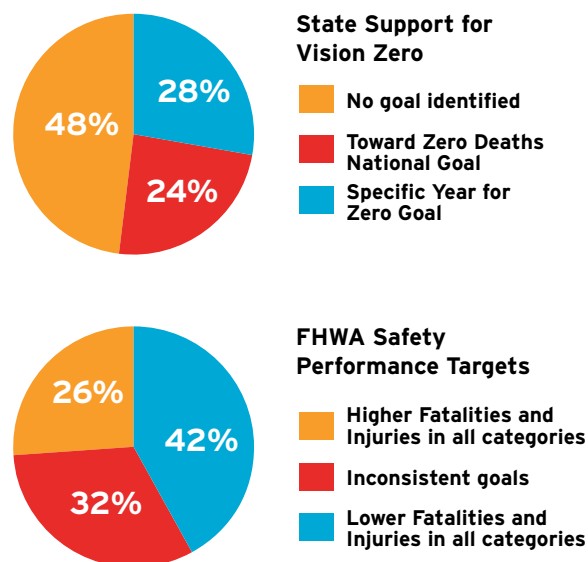
The vast majority of state DOTs have signed onto the [Toward Zero Deaths National Strategy](#), published in 2014, that calls for reducing traffic deaths by 50% by 2030. Doing so would be a great step forward and bring traffic deaths below 30,000 people per year for the first time since 1930. In recent years, the United States increasingly become an outlier among developed nations with persistently higher rates of traffic deaths for all modes. According to the [2019 Annual Report](#) by the International Traffic Safety Data and Analysis Group (IRTAD) “travel risk measured by distance travelled has decreased in all IRTAD countries since 2010, *except for the United States* (emphasis added).”

Despite the widespread backing among state DOTs of the idea to reduce traffic deaths to zero, states often do not have explicit goals that reflect this support. In our survey data, nearly half of all states reported that they had no specific year in which they plan to reach zero traffic fatalities.

Even if some state DOTs have technically adopted a goal in a document, the survey data reflects that it may be unknown or unused in everyday practice at the agency. Our survey results about Vision Zero goals did not reflect any significant change since the last Bicycle Friendly State survey in 2017.

As a reaction to states having indefinite or unused traffic safety goals, the 2012 federal transportation law [Moving Ahead for Progress in the 21st Century Act](#) (MAP-21) required FHWA to adopt performance management goals for safety. Since rules were established for reporting in 2016 – [thanks in part to nearly 10,000 comments from bicycle and pedestrian advocates](#) – states have had to declare their goals for traffic safety – including non-motorized deaths and serious injuries.

FIG. 3 Surveyed Support for Vision Zero and FHWA Safety Performance Targets



This fall, FHWA will for the first time determine whether states have met or made significant progress on their safety performance targets. The first report from FHWA will be released in March 2020. **States that fail to meet or make significant progress toward meeting safety targets will be required to direct a portion of their Highway Safety Improvement Program funding (HSIP) toward projects that will improve safety.** Federal data shows that many states consistently fail to use HSIP funds on safety projects for people who walk and bike. In the 2018 Benchmarking Report, we found that 28 states spent \$0 from HSIP on safety projects for people who walk and bike between 2011 and 2016.³

The League has worked with Congress to add more teeth to this requirement through [H.R. 3040, the SAFE Streets Act](#), which was introduced in to the House of Representatives in 2019 and would require states to spend HSIP funds on bicycle and pedestrian safety if they have a certain percentage of bicyclist and pedestrian deaths.

Early safety performance targets show that states are not setting goals that would lead them toward zero deaths. In fact, a plurality of states set their target for traffic deaths higher than their most recent 5-year average for traffic deaths – planning for an increase in traffic deaths.

3. See FIGURE 2.9.3 - FEDERAL SAFETY FUNDING FOR BICYCLIST & PEDESTRIAN SAFETY in [2018 Benchmarking Report](#)

State targets for non-motorized safety, which is primarily people biking and walking, show that 26 states set a target to reduce deaths and serious injuries. Florida is notable for consistently setting a target of zero for non-motorized deaths and serious injuries, all traffic deaths, and all traffic injuries. It is the only state that has taken this approach.

In general, it does not appear that states set less aggressive targets for non-motorized safety, and in fact, several more states target a decrease in non-motorized deaths and serious injuries than a reduction in all traffic deaths. This may be explained by many more states targeting a decrease in serious injuries than targeting a decrease in traffic deaths. By including both deaths and serious injuries the non-motorized safety targets likely reflect this preference for targeting a reduction in serious injuries over a reduction in traffic deaths.

It may be worth questioning why states have a preference to target a reduction in serious injuries over a reduction in traffic deaths. Several recognized safe practices, such as speed management, roundabouts, and traffic cameras may be more likely to reduce deaths than serious injuries. Serious injuries are also not reported nationally with the same accuracy as traffic deaths.

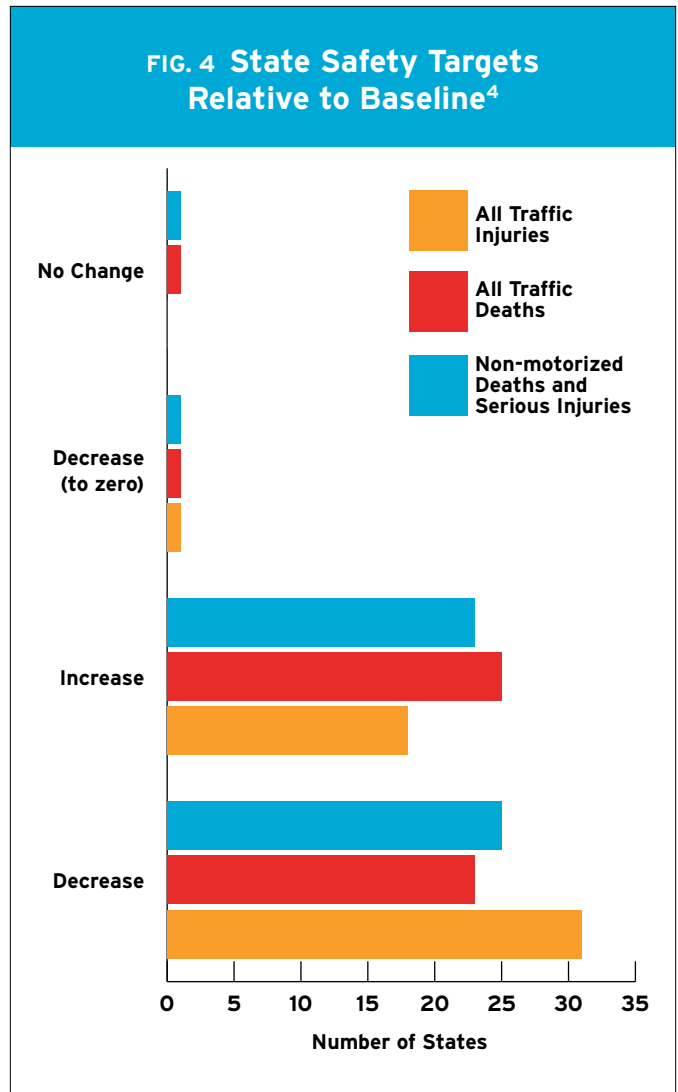
According to the data analyzed for our ranking, **one under-utilized tool to reduce traffic deaths and serious injuries is speed management.** Speed management has been a topic of renewed interest from several national transportation organizations in recent years, with the [Insurance Institute for Highway Safety](#) and the [Governors Highway Safety Association](#) co-hosting a [National Forum on Speed and Speeding](#) in 2019.

According to our survey data:

- Only 11 states enable photo enforcement of speed limits, and 10 states prohibit speed cameras.
- Approximately one-third of states indicate that they do not use context-sensitive design speeds when setting roadway speeds.

Recent progress on speed management includes:

- In 2017, the [National Transportation Safety Board](#) recommended that context-sensitive design speeds should be more widely used and in 2018 the [National Committee on Uniform Traffic Control Devices](#) adopted context-sensitive guidance for its speed limit setting standard.
- As part of the Road to Zero Coalition, the [Institute of Transportation Engineers](#) has compiled resources on speed management for practitioners.



An emphasis on speed management requires an understanding of how speed limits are set. We found that most [statutory speed limit research](#) focuses on maximum speeds. Our statutory speed limit analysis attempted to focus on the ability to set low maximum speeds, such as speeds of 20 mph or slower. In our best-case scenario, a state law would:

- Set low statutory speed limits for urban, business, and residential districts
- Allow communities to control speed limits rather than traffic studies that often prioritize high vehicle speed
- Allow communities to control speed limits rather than state DOTs that might prioritize long-distance or through travel
- Allow very low speed limits (20 mph or lower) explicitly without setting a lower limit on posted speed limits

4. Data from 2018 Highway Safety Improvement Reports for each state accessed during September-October 2019 from https://safety.fhwa.dot.gov/hcip/spm/state_safety_targets/



| Topic | Assumption(s) | Results |
|---|---|---|
| Statutory speed limit for urban or business districts | Having a statutory limit is good Lower statutory limits are good | This ranged from 20 mph to 55 mph, average was around 28 mph 8 states had no statutory limit |
| Statutory speed limit for residential districts | Having a statutory limit is good Lower statutory limits are good | This ranged from 25 mph to 55 mph, average was around 28 mph 21 states had no statutory limit |
| Whether an engineering/traffic study is required for altering a speed limit | Requiring a traffic study makes it harder to lower speed limits, and is therefore bad | The vast majority of states (44) require a traffic study |
| Whether the state maintains authority over altering a speed limit | State authority over speed limits makes it harder to lower speed limits, and is therefore bad | State authority was not always clear, but the state maintained at least some authority in 16 states |
| Whether the state law sets a lower limit on posted speed limits | Setting a lower limit on posted speed limits is bad | Most states (31) did not explicitly set a lower limit on posted speed limits In states that did, a handful of states (3-5 depending on some circumstances) explicitly do not allow 20 mph speed limits |

According to our grading rubric, the highest score was 7.75 out of 10 (in Nebraska, with Iowa and Oregon also having high scores). The average score was 4.17 out of 10. The lowest score was Oklahoma (with Tennessee, Nevada, and Mississippi also having low scores). Low scores were primarily driven by the lack of statutory limits for residential and business districts.

Since [research on setting low speed limits](#) appears limited, our rubric relies on a number of assumptions about what is preferable. We hope that this rubric will spur discussion and would appreciate more state, city, and federal support for research into how speeds can be reduced and what statutory provisions might enable more reductions in posted speed limits.

2. Integrating Transportation and Health

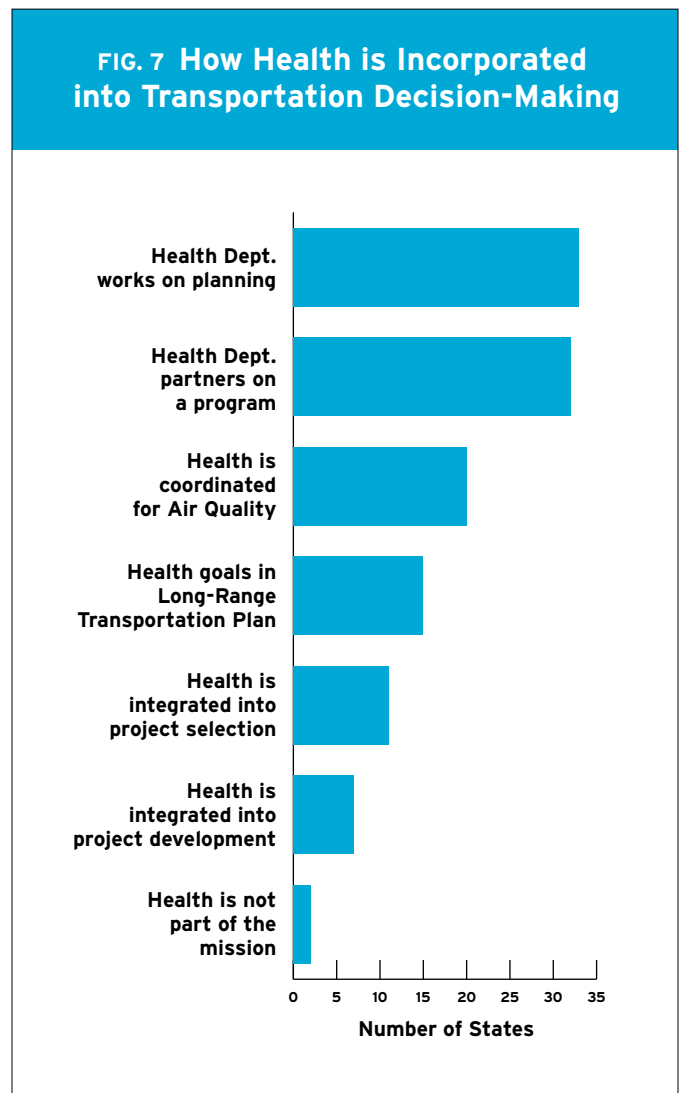
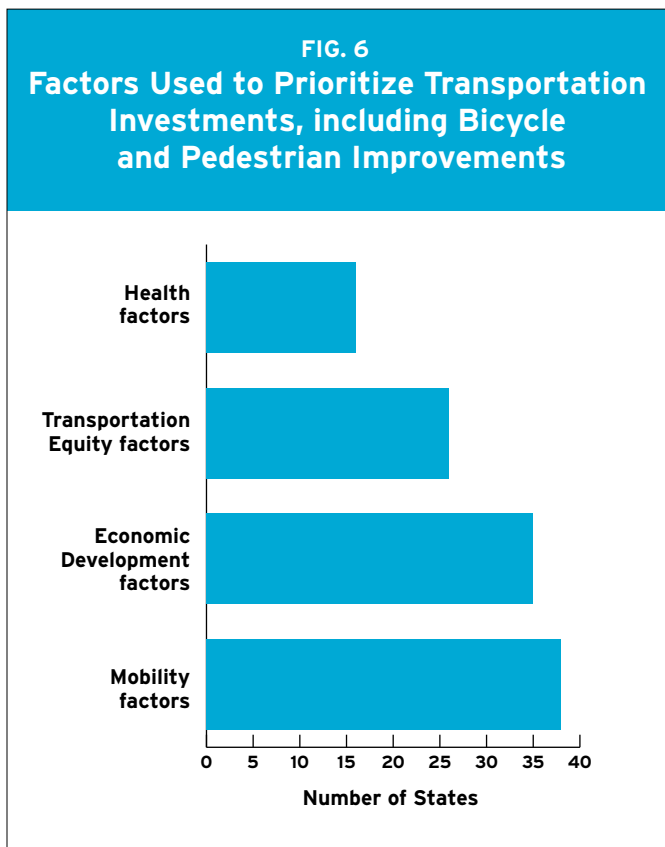
Transportation systems do more than move cars. They impact our public health, our local economies, our environment, and our ability to access places and services. For years, the impacts of transportation systems were ignored as planners and engineers focused on moving cars. Now, more and more state DOTs are changing their culture to plan, design, and build for better outcomes for people and communities rather than just moving cars.

Our data indicates that health lags behind other factors when state Departments of Transportation are prioritizing transportation investments, including bicycle and pedestrian investments. Only 16 states indicated that health factors were used to prioritize transportation investments and no state made health its only prioritization factor. Three states indicated that

the only factor for prioritization was either mobility or economic development.

Health is also far from universally incorporated into transportation decision-making. As in 2017, two state surveys indicated that health is not seen as part of the mission of the state Department of Transportation. Informal processes or one-off programmatic work with the state Department of Health were the most common ways for state DOTs to incorporate health into their decision-making.

Formal integration into project selection and project development was generally only seen among state DOTs that took a variety of actions to incorporate health into decision-making. Leading states such as California, Florida, and Massachusetts indicated that they used all of these actions to incorporate health into their transportation policy.



3. Improving Data Systems

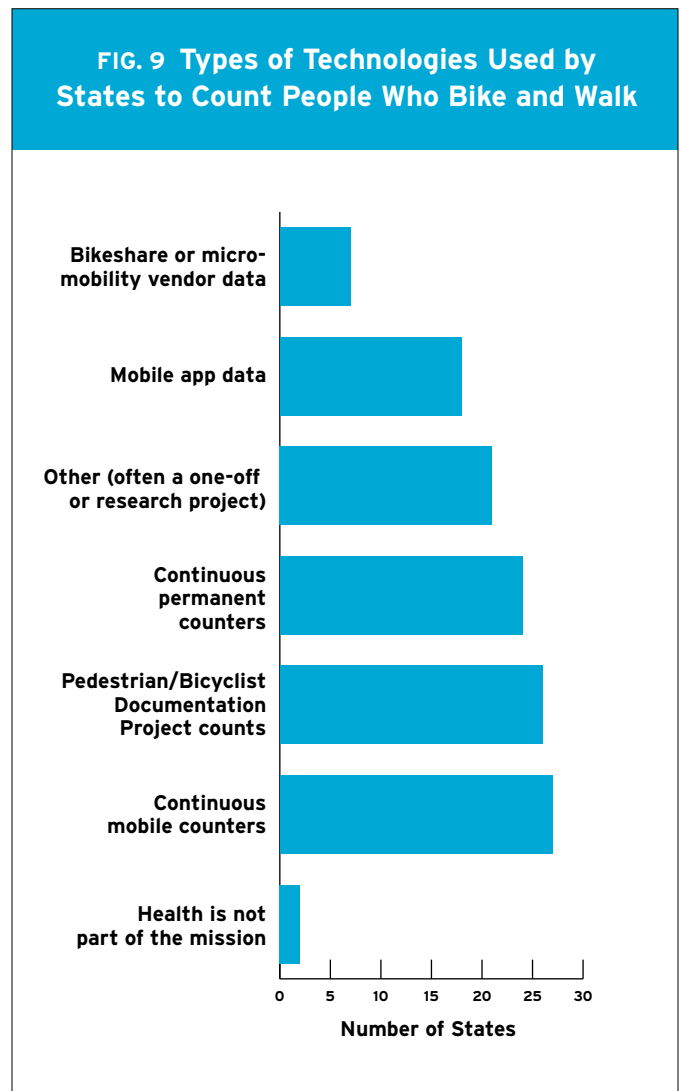
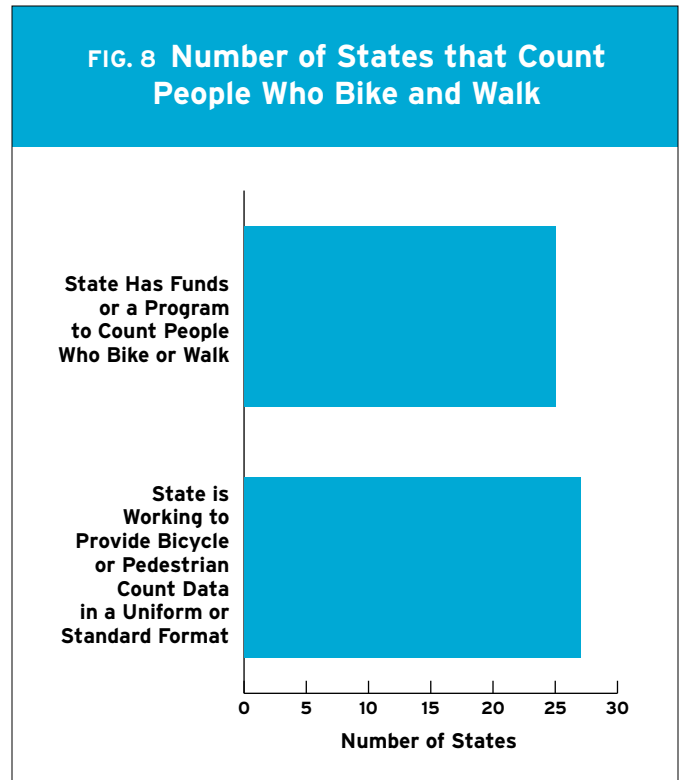
One legacy of car-first transportation policy is that data systems that exist for cars do not always exist for other modes. In recent years, cities, states, and the federal government have begun to develop and scale data systems for biking, walking, and transit to allow better comparisons among modes, use of the tools developed for cars for other modes, or planning and engineering tools suited to non-car modes, like Level of Traffic Stress analysis.

One major difference between data for cars and data for biking and walking is data on use. Since the 1970s, FHWA has provided a monthly report of hourly motor vehicle traffic data reported by states. In contrast, the most widely available data for bicycle travel has been from the [American Community Survey](#), which has provided a yearly snapshot of the number of people biking to work since 2005. The vast difference between what we know about bicycle travel and motor vehicle travel makes the use of planning and engineering conventions designed for motor vehicle travel data difficult or impossible to apply to bicycling projects.

In recent years, many cities, states, and the federal government have addressed the lack of bicycle use data through bicycle count programs. In 2016, FHWA completed and published the results of a [Bicycle Count Pilot Program](#). This interest in producing counts on bicycling and walking is apparent in our data. At least half of all states report that they have or fund a program to count people who bike and walk. Further, it appears that several states may be waiting for a uniform or standard format, or instruction on a uniform or standard format in order to fund count programs. The higher interest in uniformity and standardization suggests a strong role for the American Association of State Highway and Transportation Officials (AASHTO) and FHWA to ensure that as these programs grow, they can reliably provide data that is useful at all levels of government and for all parties involved in transportation planning and engineering.

Survey data suggests that states are using a variety of technology to count people biking and walking. States that reported having a program or funding a program reported using more than twice as many types of count technologies than state that performed counts without a formal program. The most common form of counting technology reported was mobile counters, followed by manual counts and permanent counters.

States that only used one count technology were most likely to use manual counts, a one-off use of a counter associated with a particular project, or a research project as recently completed by the [Louisiana Department of Transportation and Development](#). It should also be noted that several states that reported not having a count program nevertheless reported doing several types of counts.



Another major difference in data is network data. The federal government began planning for interstate highways in the [late 1930s](#), developing multiple proposals and maps of an interstate system leading up to the Federal-Aid Highway Act of 1956 that called for uniform geometric and construction standards for the Interstate System. In contrast, **bicycling and walking projects were not generally eligible for federal transportation funding until 1991 and, as of yet, the federal government has not taken a leading role in interstate route planning, design, or construction standards for safe bicycling infrastructure.**

In recent years, there has been a great interest in better design standards and non-profit organizations have stepped up to fill the void of interstate route planning. These efforts are expanding and gaining traction, but would benefit from state and federal support:

- The Rails-to-Trails Conservancy's [Great American Rail Trail](#);
- The [East Coast Greenway](#); and
- The [U.S. Bicycle Route System](#), which is supported by Adventure Cycling and the American Association of State Highway and Transportation Officials (AASHTO).

States and the federal government are beginning to address the lack of network data for bicycle networks. Through a consultant, FHWA has [a national bicycle facility inventory](#) project. According to the Bicycle Friendly State survey, about half of states have a facility inventory that can facilitate asset management and collaboration with other states, cities, and other entities. This has been mostly stable between 2017 and 2019.

During the creation of the interstate highway system, many limited access roadways were built through communities without care for ensuring that bicycling and walking remained safe or possible. In some cases, the destruction and division of communities was intentional. To repair connections between communities or to address safety issues caused by high speed roads, about half of states reported attempting to identify gaps in bicycle and pedestrian networks created by limited access roadways.

The US Congress has recognized this legacy through the Community Connectivity Pilot Program proposed in the [Senate Environment and Public Works Committee's proposal for the next transportation bill](#). That program would provide funding for the removal or conversion of roadways that create “a barrier to community connectivity, including barriers to mobility, access, or economic development.” More than \$100 million would be available over five years to help with planning or construction related to the removal or conversion of such roadways.

4. Building the Next Generation of Safe Infrastructure

Over the last decade, it has become abundantly clear that to get more people bicycling and to ensure their safety while bicycling, better infrastructure is needed. Since the launch of the National Association for City Transportation Officials (NACTO)'s [Urban Bikeway Design Guide](#) in 2011, support for better infrastructure such as Protected Bike Lanes has become widespread. Soon, it is expected that this infrastructure will be supported by AASHTO's [Guide for the Development of Bicycle Facilities](#), which has not featured protected bike lanes [since 1981](#).

Many states are not waiting for AASHTO and existing guidance provides the basis for better infrastructure for states that want to build now. Examples include:

- Massachusetts Department of Transportation's [Separated Bike Lane Planning & Design Guide](#),
- Caltrans' [Design Information Bulletin 89-01](#) on [Class IV Bikeways](#),
- Washington State Department of Transportation's [Chapter 1520 on Roadway Bicycle Facilities](#),
- Maryland State Highway Administration's [Chapter 10: Innovative Bicycle Design Features](#) from its Bicycle Policy & Design Guidelines,
- Federal Highway Administration's [Separated Bike Lane Planning and Design Guide](#), and
- New Jersey's [Complete Street Design Guide](#).

Many additional states also choose to include references to NACTO or guidance listed above, as done by [Florida DOT's Design Manual](#) and trainings sponsored by the [Minnesota DOT](#).

Survey data indicates that more states have adopted design guidance or made recommendations to install better bicycle infrastructure than have in fact installed better bicycle infrastructure. Overall, it appears that on-road bicycle infrastructure above and beyond the traditional painted bike lane or sharrows is not widespread. Less than half of states reported having a protected or separated bike lane, or buffered bike lane, installed on any state-controlled roadway.

While the nature of state-controlled roadways will vary by state, a high percentage of roadway ownership by states seemingly did not play a role in which states have installed better bike infrastructure types (five of the 11 states with none of these infrastructure types reported had more than the median road ownership percentage, while 6 of the 7 states with all of these infrastructure types reported had less than the median road ownership percentage).

FIG. 10 States Reporting that Design Manual includes Protected Bike Lanes

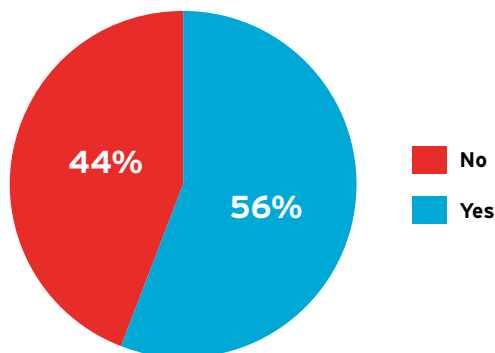
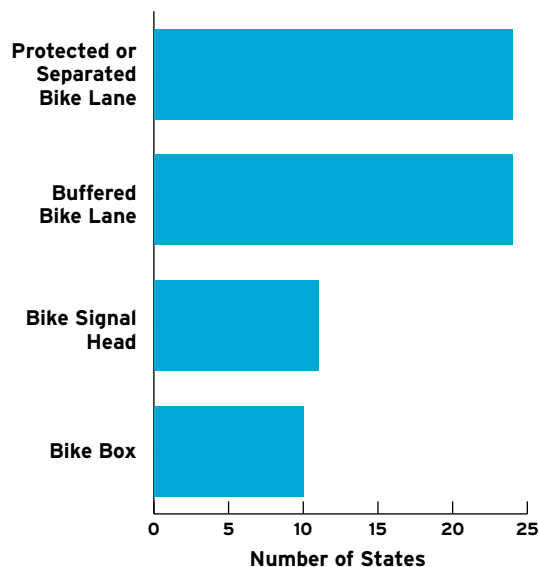


FIG. 11 States That Have Installed Better Bike Infrastructure



Again, 45% of bicyclist fatalities occur on state-owned roadways and in at least 43 states, the percentage of bicyclist fatalities on state-owned roads is higher than the percentage of roads owned by the state. **To improve bicycle safety, more states must embrace protected bike lanes, which are recommended for roadways with more than 6,000 vehicles a day and speeds of more than 30 miles per hour according to the FHWA's [Bikeway Selection Guide](#).**

The 2019 Bicycle Friendly State Ranking

The Race for the Most Bicycle Friendly State

If we look at the states as people in a bicycle race, we see familiar groupings. Off the front, there is a strong breakaway group of the entire West Coast – Oregon, Washington, and California – and Minnesota, that are currently leading the race. Followed behind them is a very tightly packed chase group, with only 0.4 points separating #5 and #10. Any state in this group has the ability to catch the breakaway, especially as previously leading actions – such as a strong Complete Streets policy or dedicated state funding for bicycling – become more mainstream. Behind that are several other groups chasing, with a bit looser organization and some states falling back while others are surging ahead into the competition.

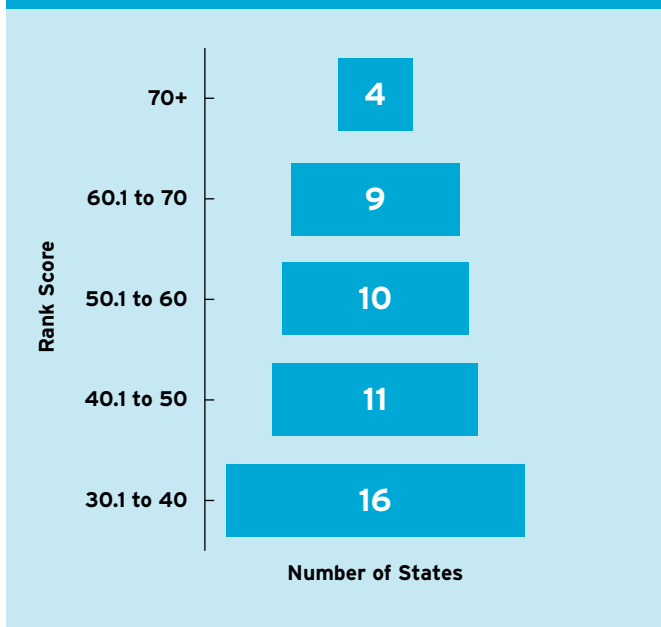
Finally, most states are in a peloton made up of states that received less than half of the points available. There is a larger gap between the #1 ranked state and the 24th ranked state than the 24th and the 50th. The peloton is the group most likely to advance through effective coordination between FHWA, AASHTO, and other traditional transportation groups. The states in the peloton also likely to benefit from the steady advance of Bicycle Friendly Actions which helps bicycle-related planning, design, and engineering become more mainstream.

Highlights from States Moving Up

It is the nature of rankings that there is movement over time. Each ranking is relative and a state moving down in the ranking should not, by itself, be interpreted as that state doing worse than the last time it was ranked. With that said, we'd like to draw attention to some of the states that did very well in the 2019 Bicycle Friendly State ranking.

Indiana had the largest rise in this year's ranking, rising 14 spots from 38 to 24. Indiana is showing that the Cultural Trail is not an aberration, with continued strong spending of federal funds for biking and walking and the second highest obligation rate of funds from the Transportation Alternatives Set Aside program created under the FAST Act. The state also took action on two of our Bicycle Friendly Actions – adopting a safe passing law and a statewide Active Transportation Plan. The [Next Level Trails](#) program has provided nearly \$25 million to trail projects in the state and the governor has promoted interagency cooperation through a [Bicycle Trails Task Force](#).

FIG. 12 The Race for the Most Bicycle-Friendly State



Florida is in the top 10 for the first time since 2011. Florida had the best score in the Infrastructure & Funding category reflecting a strong statewide commitment to building bicycle infrastructure and using state and federal funds to do so. While Florida continues to suffer from very high rates of bicycle crashes, deaths, and serious injuries, the state DOT is the only state that has reported a goal of zero deaths to the FHWA and has committed to [spend \\$100 million on street lighting for people biking and walking](#) to improve safety. Leaders in Florida seem to recognize they have a crisis on their hands and are taking action to change their long-term outcomes. Another example of leadership is the state's context classification document to help implement its context-sensitive complete streets design manual.

New York's ranking at #13 is its highest ever. It is driven by strong federal data, including the second highest rate of spending federal funds on bicycling and walking infrastructure, the third highest growth in bicycle commuting, and a track record of improving bicycle safety (though tragically 2019 had been an incredibly deadly year in New York City). New York continues to have state laws that compare poorly to other states and its ranking is likely to fall if the deadly summer of 2019 happens again in 2020.

Figure 13. The 2019 Bicycle Friendly State Ranking

| State | Rank | Overall Score | Infrastructure & Funding | Education & Encouragement | Legislation & Enforcement | Policies & Programs | Evaluation & Planning |
|----------------|------|---------------|--------------------------|---------------------------|---------------------------|---------------------|-----------------------|
| Washington | 1 | 71.9 | B- | B | B | A | B+ |
| Oregon | 2 | 71.8 | B | A | B | B | A- |
| Minnesota | 3 | 71.4 | B | B | C+ | B | B+ |
| California | 4 | 71.3 | B+ | B | C | A | B+ |
| Massachusetts | 5 | 66.9 | B | B | D | A | B+ |
| Delaware | 6 | 66.7 | B+ | B | B | B | B+ |
| Colorado | 7 | 66.7 | B | B | A- | B | B+ |
| Utah | 8 | 66.6 | B | C | B | C+ | A- |
| Virginia | 9 | 66.5 | B | C | C+ | B | B+ |
| Florida | 10 | 66.5 | B+ | B | C | B+ | B |
| Pennsylvania | 11 | 61.7 | B- | C | C | C | B |
| New Jersey | 12 | 61.6 | B- | C | D+ | B+ | B+ |
| New York State | 13 | 61.5 | B | B | D+ | C+ | B |
| Maryland | 14 | 59.9 | B- | C | C+ | C | B |
| Michigan | 15 | 59.2 | C | C | B | C | B |
| Illinois | 16 | 57.2 | C | B | A- | C | B- |
| Vermont | 17 | 56.6 | C- | C | B | C | C- |
| Ohio | 18 | 56.3 | C | C | C | D+ | C+ |
| Georgia | 19 | 55.8 | B- | C | C+ | B | C+ |
| Maine | 20 | 55.3 | D+ | C | C+ | C | B |
| Connecticut | 21 | 54.8 | B- | C | C | C | B |
| North Carolina | 22 | 53.4 | C | C | D+ | C | B+ |
| Arizona | 23 | 51.4 | D | C | A- | D+ | B- |
| Indiana | 24 | 49.5 | B | C | C | C | B |
| Tennessee | 25 | 49.1 | C- | C | C | C | C+ |

Figure 13. The 2019 Bicycle Friendly State Ranking (cont'd)

| State | Rank | Overall Score | Infrastructure & Funding | Education & Encouragement | Legislation & Enforcement | Policies & Programs | Evaluation & Planning |
|----------------|------|---------------|--------------------------|---------------------------|---------------------------|---------------------|-----------------------|
| Iowa | 26 | 48.6 | D | B | C- | C- | B |
| Texas | 27 | 47.2 | C- | C | C- | C- | B- |
| Louisiana | 28 | 46.9 | D | C- | B- | C | C- |
| Wisconsin | 29 | 43.4 | D+ | C | C+ | D+ | C+ |
| Rhode Island | 30 | 42.4 | D | C | C+ | C- | C |
| Nevada | 31 | 41.8 | C- | C | B | D+ | C |
| Arkansas | 32 | 41.6 | D+ | C | B | D | D+ |
| Idaho | 33 | 41.4 | D | C | C | F | C- |
| West Virginia | 34 | 41.3 | C- | B | C | C- | C+ |
| Missouri | 35 | 39.8 | B- | C- | D+ | D+ | D |
| New Hampshire | 36 | 39.2 | D | B | C | D+ | C- |
| Kansas | 37 | 39.1 | C | C- | C | C- | C+ |
| Hawaii | 38 | 38.8 | C- | B | C | C- | C- |
| Alaska | 39 | 38.4 | D | D | D+ | D | C |
| South Dakota | 40 | 37.0 | D | C- | C | D | D |
| Oklahoma | 41 | 36.7 | C- | C | C+ | D+ | C- |
| South Carolina | 42 | 36.2 | C- | C- | D+ | C- | C- |
| Kentucky | 43 | 36.1 | C | C- | C | D+ | C |
| New Mexico | 44 | 36.0 | C- | D | D+ | C- | B |
| Alabama | 45 | 35.6 | C- | C- | D | C- | C |
| North Dakota | 46 | 35.0 | D+ | C | C- | D+ | C+ |
| Montana | 47 | 34.4 | C | C | D+ | D | C |
| Mississippi | 48 | 32.6 | D | C- | C+ | C- | F |
| Nebraska | 49 | 32.3 | D- | C- | C+ | D+ | D+ |
| Wyoming | 50 | 31.7 | D- | C- | C+ | D+ | C- |

Conclusion

In our [2019 Bicycle Friendly State ranking](#), we see signs of progress throughout the country. In our detailed [state report cards](#), you can read more about the promising actions and needed reforms we are seeing and recommending in each state.

In light of recent data showing a worsening picture for the safety of people biking, it is encouraging to see more states than ever taking our five Bicycle Friendly Actions. Through implementing safe passing laws, statewide bicycle plans, complete streets policies, emphasizing the safety of people biking, and spending federal funds on bicycle infrastructure, states can improve the safety and comfort of people who bike. Bicycling in America will be better when every state has taken these actions and more states are leading on issues of implementation and cultural change to make safer streets.

Making broader and lasting change will require federal, state, and local support for improvements in bicycling. To support state efforts, the federal government should commit to a federal plan for biking and walking that reflects the potential for improved public health through investments in bicycling and walking.

The last federal plan for biking and walking was completed in [1994](#), as part of the implementation of the Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991. Without a new plan, state-level improvements will continue to lack coordination and those states that are behind will have less guidance on proven ways forward. To build a more [Bicycle Friendly America for Everyone](#), the federal government must demonstrate leadership to advance roadway safety for all. A new plan – more than 25 years later could focus on:

1. A Commitment to Vision Zero

Current data shows that Vision Zero is treated as an ideal rather than a policy in many states. Federal funding should reflect the importance of reducing traffic deaths as a primary policy goal of the federal government. This will help states take bold steps to decrease traffic deaths in a coordinated manner.

2. Integrating Transportation and Health

Two-thirds of states do not consider health factors when prioritizing transportation investments. The results can be seen in the 35,000 or more people killed in traffic each year and rising rates of chronic diseases associated with physical inactivity and transportation-related emissions. Federal transportation policy should lead in integrating health and bringing a culture of health to transportation.

3. Improving Data Systems

The US Department of Transportation has already taken steps to promote counting people who bike and walk and mapping of biking and walking networks. These efforts should be expanded and strengthened through a focus on accessibility within communities for all people. The work for better data is not just a technical pursuit, but one that enables the just mobility of all people and facilitates safe and accessible operations of transportation facilities for all people.

4. Building the Next Generation of Safe Infrastructure

The US Department of Transportation has also taken steps to promote better bicycle infrastructure through the publication of resources such as the [Separated Bike Lane Planning & Design Guide](#), the [Bikeway Selection Guide](#), the [Rural and Small Towns Design Guide](#), and other [resources](#). These publications have helped many places to take steps towards better bicycle infrastructure. Additional support for training, site evaluations, and other implementation strategies should be the next step for federal support for better bicycle infrastructure.

Now is a great time for federal and state collaboration on better bicycling. The American Association of State Highway and Transportation Officials (AASHTO) convened its first policy committee focused on the needs of people who bike and walk in 2017. The [AASHTO Council on Active Transportation](#) and the forthcoming AASHTO Guide for the Development of Bicycle Facilities are both incredibly positive developments for people who bike and walk. State-level reforms and interstate cooperation on reforms should be applauded and supported by federal programming and funding.

A 2018 report by the [Transportation Research Board's National Cooperative Highway Research Program](#) found that while most states and metropolitan planning organizations prioritize improvements for bicycling and walking, “[l]egislation and funding mechanisms reinforce current roles and responsibilities, solidifying the culture of state DOTs as highway agencies with tangential responsibilities for nonmotorized modes and public transportation.”

Most state efforts to make bicycling better work at the margins of legislative and funding mechanisms, including agency reliance on the gas tax and state constitutions that require the gas tax be spent on roadways. While there are many positive things done in each state to make bicycling better, the fundamental structure of state approaches to transportation is still often led by policies that are little changed from the 1950s. To build a Bicycle Friendly America for Everyone we will need leadership from the states, in concert with the federal government and local governments, to prioritize people over cars and safety over speed.