**2018 Progress Report**

Michigan's federal data is similar to Midwestern regional averages in many respects, but the state consistently has a worse rate of bicyclist traffic fatalities than other states.

Another divergence is that Michigan had a spike in its use of federal funding for bicycling and walking in 2013 and 2014, when many states had a dip as part of their adjustment to MAP-21, the federal transportation law passed in 2012. This spike helps Michigan have a positive trend in its use of federal funding for bicycling and walking over the last decade, despite dropping below both the national and Midwestern regional averages in fiscal year 2017.

<table>
<thead>
<tr>
<th>Federal Data on Biking</th>
<th>Ten-Year Trend</th>
<th>Ten-Year Rank</th>
</tr>
</thead>
<tbody>
<tr>
<td>Ridership</td>
<td>0.4% of commuters biking to work</td>
<td>Slight decrease in bike commuting</td>
</tr>
</tbody>
</table>

**Bicycle Friendly Actions**

- **Complete Streets Law / Policy**: Yes
- **Safe Passing Law (3ft+)**: Yes ✔
- **Statewide bike plan in last 10 years**: No
- **Bicycle Safety Emphasis Area**: Yes
- **2% or more fed funds on bike/ped (in last five fiscal years)**: Yes

**Featured Statewide Member - The League of Michigan Bicyclists**

The mission of the League of Michigan Bicyclists (LMB) is to promote bicycling and the safety of bicyclists on the roadways of Michigan.

LMB is a non-profit, tax-exempt statewide membership organization working to improve conditions for bicycling in Michigan. LMB supports many programs and projects and cooperates with state and local agencies and other like-minded groups toward this goal.

LMB is the voice for bicycling in Michigan, working on behalf of all bicyclists to make Michigan bicycling safe, comfortable, and convenient. LMB staff regularly represent the interests of Michigan bicyclists at the state level, advocating for bicycle-friendly policies at the State Capitol.

LMB Advocates For:

- Safer roadways,
- Improved infrastructure such as protected bike lanes,
- Acceptance of bicyclists as legitimate road users,
- Education of bicyclists, motorists, and law enforcement, and
- Representation of cycling issues at all levels of government.

The Bicycle Friendly States 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.
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Michigan 2018 PROGRESS REPORT

This Progress Report provides an update on Michigan’s efforts related to bicycling. A full report card based upon a comprehensive survey is available at: http://bikeleague.org/content/state-report-cards

<table>
<thead>
<tr>
<th>Safety</th>
<th>Ten-Year Trend</th>
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</tr>
</thead>
<tbody>
<tr>
<td>14.1 fatalities per 10k bike commuters</td>
<td>More dangerous, but not strongly</td>
<td>37/50</td>
</tr>
</tbody>
</table>

Federal Data on Biking

<table>
<thead>
<tr>
<th>Ten-Year Trend</th>
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</thead>
<tbody>
<tr>
<td>Spending 2% of FHWA spending on biking and walking</td>
<td>Slight increase in funding</td>
</tr>
</tbody>
</table>

Federal Data on Biking

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The state of Michigan owns a smaller percentage of the roads within Michigan than many other states.

While there is no singular bicycle master plan for the state, the Michigan Department of Transportation has developed eight regional investment plans for regions within Michigan. This approach may make sense in order to tailor investment strategies to regional partners, such as counties, who own a larger percentage of roads in Michigan. However, this approach makes it difficult to understand the goals of the Michigan Department of Transportation itself and it is not clear how the regional plans are coordinated with plans being adopted between the years 2008 and 2017.

Two recent statewide reports found that “bicycling provides an estimated $668 million per year in economic benefit to Michigan’s economy, including employment, retail revenue, tourism expenditure, improved health, and increased productivity” and “out-of-state participation in organized bicycle events contributes nearly $22 million to the State economy.”

Learn about current actions and how your organization can use our tools at https://bikeleague.org/TakeAction

Every member organization of the League of American Bicyclists gets free access to a powerful advocacy software package. In 2017, the League facilitated over a dozen actions that engaged thousands of people. In New Jersey, these efforts led to a law that requires that drivers are educated about bicyclist and pedestrian safety as part of their driver’s license training.

JOIN US. #IBIKEIVOTE

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