



Appendix

“Bicyclists should be expected on roadways, except where prohibited, and on shared use paths. Safe, convenient, well-designed, well-maintained facilities... are important to accommodate and encourage bicycling.”



IN THIS CHAPTER

The Benchmarking Report compiles data from a variety of sources. Use the Appendix to learn about the sources used in the Benchmarking Report and the surveys that were used to report data that was not available from other sources.

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» ONLINE COMPANION SITE

Benchmarking Report Website - Bikingandwalkingbenchmarks.org

In 2017, the American Public Health Association and the Institute of Transportation Engineers, in partnership with the League of American Bicyclists, launched bikingandwalkingbenchmarks.org, an online companion tool for the Benchmarking Report. The website currently provides data from every edition of the Benchmarking Report and will be updated to include data from the 2018 report.

The Benchmarking Report website is organized to allow comparison between states and between cities. The data for states and cities is drawn from 24 data sources and organized into 53 interactive charts.

Users of the Benchmarking Report website are invited to explore the Benchmarking Report data in three ways:

1

EXPLORE DATA BY LOCATION

This option provides comparative data, either for cities or states. This is the primary means of exploring the 53 interactive charts available on bikingandwalkingbenchmarks.org. This area is explored by selecting a city or state, either of which is automatically matched with two comparison cities or states based on population. Users can select up to three comparative cities or states based on their preferences.

2

EXPLORE GENERAL TRENDS

This option provides access to the Make Your Case sections published in the 2016 Benchmarking Report. In this area are selected interactive charts and inset articles on innovative and exciting programs related to biking and walking.

3

EXPLORE THE RAW DATA

Raw data for cities and states are available in Microsoft Excel format on the front page of bikingandwalkingbenchmarks.org. These city and state spreadsheets contain more information than is presented on the website for researchers who are interested in more in-depth analysis using the data developed by the Benchmarking Report.

The Benchmarking Report website has a custom reporting mechanism that allows users to bookmark useful charts. By bookmarking a number of charts users can create a multi-page report of their selected charts for selected states and/or cities to provide a localized picture of the data.

» STATE SURVEY

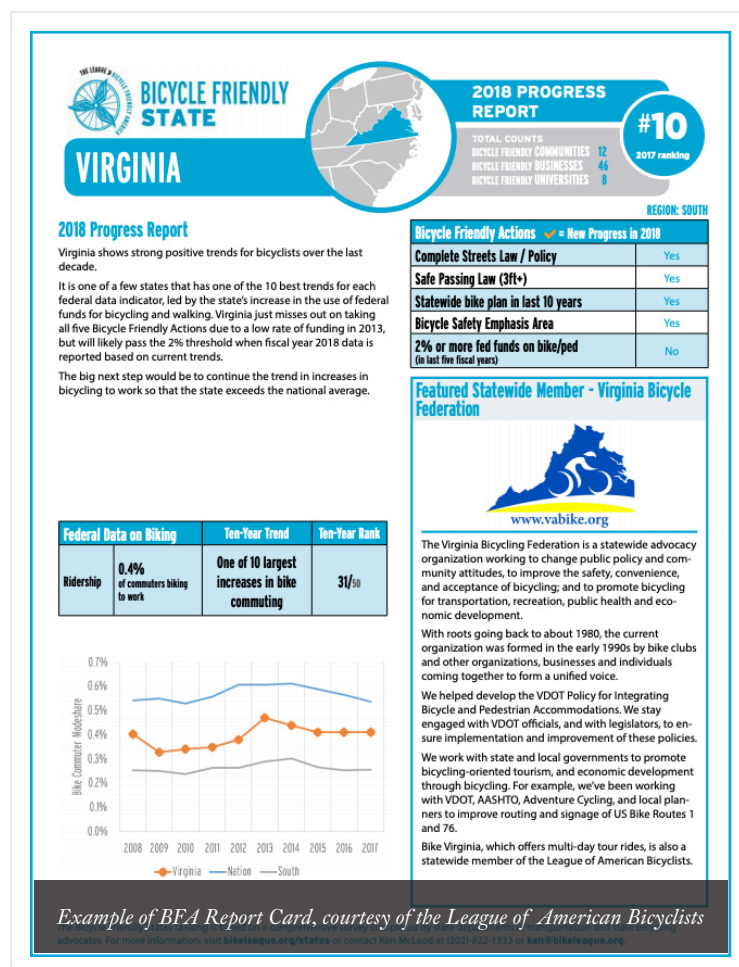
The state survey used for the 2018 Benchmarking Report is the same survey used for the League of American Bicyclists' 2017 Bicycle Friendly State (BFS) ranking. The BFS program began in 2008. Beginning in 2012, the Alliance for Biking and Walking and the League of American Bicyclists began sharing the BFS survey data between the BFS program and Benchmarking Report. The state survey was significantly revised for 2017 after an extensive consultation process with member organizations of the League and state Departments of Transportation.

The state survey is distributed to bicycle coordinators at state Departments of Transportation or other contacts as suggested by either member organizations of the League or state Departments of Transportation.

Learn more at <https://bikeleague.org/states>.

The survey consists of 84 survey questions and 9 open-ended questions.

- **FOR 28 OF THE 84 SURVEY QUESTIONS**, the League initially answered the questions with public data or data that was have obtained from a prior survey. These questions are distinguished in three ways on this survey:
 1. These questions have a gray font.
 2. These questions have an explanatory paragraph that generally includes the data source used.
 3. These questions do not generally ask for an answer, but instead ask for a link to a source.
- **FOR 8 OF THE 84 QUESTIONS**, the data provided are only used for the biennial Benchmarking Report. These questions are distinguished by the italicized phrase: "This data is not judged for the Bicycle Friendly State ranking but is used for the Benchmarking Report."



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.*

IF2. Did your state transfer any funds from the Transportation Alternatives Program (TAP) to other federal-aid categories in FY 2016?

- ☐ Yes
- ☐ No

IF3. If your state transferred TAP funds, what percent of the statewide Transportation Alternatives fund was transferred? *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. If you would like to provide additional information about how those transferred funds were used then please do so here.*

IF4. If eligible, did your state apply for 405 non-motorized safety funding?

- ☐ Yes
- ☐ No
- ☐ My state was not eligible

» DESIGN & 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

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

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 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

IF9. Has your state DOT recommended buffered bike lanes during the planning or design phase of a roadway project?

- ☐ Yes
- ☐ No

IF10. Please provide a link to a document that describes guidelines for the inclusion of bicycle facilities based on roadway characteristics (e.g. ADT, speed, or land use) if your state DOT has such a document.

E.g. <http://www.idot.illinois.gov/assets/uploads/files/doing-business/manuals-split/design-and-environment/bde-manual/chapter%2017%20bicycle%20and%20pedestrian.pdf>

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 is the amount of state funding (i.e. derived from state revenue sources) allocated to bicycling and walking projects and programs in FY2016?

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

- ☐ Yes
- ☐ No

» STATE TRANSPORTATION FUNDING RESTRICTIONS

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. reduced maintenance distribution or requiring a locality pay for maintenance 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.

IF16. What, if any, state revenue sources regularly used for transportation funding administered by the state DOT cannot fund bicycling and walking projects?

» PLANNED & RECENTLY BUILT BICYCLE & PEDESTRIAN FACILITIES

IF17. 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?

IF18. 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?

IF19. 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.*

IF20. 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? *This data is not judged for the Bicycle Friendly State ranking, but is used for the Benchmarking Report.*

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.*

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.*

» DRIVER EDUCATION REQUIREMENTS

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

If No, please let us know more [Optional]:

- ☐ The driver's license test has a pool of questions and there is no guarantee such a question is asked
- ☐ I am not familiar enough with the driver's license test questions to answer
- ☐ My state does not include questions about responsibilities towards bicyclists in driver's license testing at all

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

- ☐ Yes
- ☐ No

If No, please let us know more [Optional]:

- ☐ The driver's license test has a pool of questions and there is no guarantee such a question is asked
- ☐ I am not familiar enough with the driver's license test questions to answer
- ☐ My state does not include questions about responsibilities towards bicyclists in driver's license testing at all

» 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:

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].

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].

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].

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: <http://bikeleague.org/sites/default/files/SafePassingWeb.pdf>. If you disagree with that data, then please provide a citation the law that contradicts it.*

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: <http://bikeleague.org/sites/default/files/SafePassingWeb.pdf>. If you disagree with that data, then please provide a citation the law that contradicts it.*

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: http://bikeleague.org/sites/default/files/vulnerable_road_user_law.pdf. If you disagree with that data, then please provide a citation the law that contradicts it.*

LE4. Does your state have a law that protects pedestrians in a non-signalized crosswalk? *The League will answer this question based on information available here: <http://www.ncsl.org/research/transportation/pedestrian-crossing-50-state-summary.aspx>. If you disagree with that data, then please provide a citation the law that contradicts it. This data is not judged for the Bicycle Friendly State ranking, but will be used in the Benchmarking Report.*

» LAWS THAT REGULATE THE BEHAVIOR OF PEOPLE WHO BIKE AND WALK

LE5. Does your state have a law that allows bicyclists to legally signal a right turn with his/her right hand?

- ☐ Yes
- ☐ No
- ☐ Not Sure

If Yes, please provide the citation(s) for the law used to answer this question (Optional):

LE6. Analysis of mandatory use laws with exceptions and standards. *The League will answer this question based on information available here: http://bikeleague.org/sites/default/files/Mandatory_Separated_Facilities_Chart_o.pdf. If you disagree with that data, then please provide a citation the law that contradicts it.*

LE7. Analysis of Where to Ride laws with exceptions and model language. *The League will answer this question based on information available here: <http://bikeleague.org/sites/default/files/WhereToRideWeb.pdf>. If you disagree with that data, then please provide a citation the law that contradicts it.*

LE8. Is there a mandatory bicycle helmet law (by state law or enabling legislation)? *The League will answer this question based on information available here: http://bikeleague.org/sites/default/files/state-helmet-laws-chart_.pdf. If you disagree with that data, then please provide a citation the law that contradicts it.*

LE9. 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: http://bikeleague.org/sites/default/files/state-helmet-laws-chart_.pdf. If you disagree with that data, then please provide a citation the law that contradicts it.*

LE10. 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: http://bikeleague.org/sites/default/files/state-helmet-laws-chart_.pdf. If you disagree with that data, then please provide a citation the law that contradicts it.*

LE11. 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: http://www.bikeleague.org/sites/default/files/dooring_BLU.pdf. If you disagree with that data, then please provide a citation the law that contradicts it.*

» LAWS THAT INFLUENCE THE BUILT ENVIRONMENT

LE12. Does your state have a law allowing transportation agencies, or other authorities, to post 20 mph or lower speed limits, where appropriate, on roads that are not within a work zone or school zone?

- ☐ Yes
- ☐ No
- ☐ Not Sure

If Yes, please provide the citation(s) for the law used to answer this question (Optional):

» LAWS THAT REGULATE DRIVER BEHAVIOR & METHODS OF ENFORCEMENT

LE13. 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: http://www.ghsa.org/sites/default/files/2017-01/DistractedDrivingLawChart_Jan17.pdf. If you disagree with that data, then please provide a citation the law that contradicts it.*

LE14. Does your state have a primary enforcement cell phone use ban for novice drivers? *The League will answer this question based on information available here: http://www.ghsa.org/sites/default/files/2017-01/DistractedDrivingLawChart_Jan17.pdf. If you disagree with that data, then please provide a citation the law that contradicts it.*

LE15. Does your state have a primary enforcement texting ban for all drivers? *The League will answer this question based on information available here: http://www.ghsa.org/sites/default/files/2017-01/DistractedDrivingLawChart_Jan17.pdf. If you disagree with that data, then please provide a citation the law that contradicts it.*

LE16. Does your state have a primary enforcement texting ban for novice drivers? *The League will answer this question based on information available here: http://www.ghsa.org/sites/default/files/2017-01/DistractedDrivingLawChart_Jan17.pdf. If you disagree with that data, then please provide a citation the law that contradicts it.*

LE17. 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: http://www.ghsa.org/sites/default/files/2017-01/DistractedDrivingLawChart_Jan17.pdf. If you disagree with that data, then please provide a citation the law that contradicts it.*

LE18. Does your state permit photo enforcement of traffic laws?

- ☐ Yes
- ☐ No
- ☐ Not Sure

If Yes, please provide the citation(s) for the law used to answer this question (Optional):

Policies & Programs

» COMPLETE STREETS

PP1. Does your state have a Complete Streets policy? *The League will answer this question based on 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.*

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.

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 2016?

- ☐ 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 have a rumble strip policy, guidance document, or standard?

- ☐ Yes
- ☐ No

If Yes, please provide a link for your state DOT's rumble strip policy, guidance document, or standard.

OR Please upload your state DOT's rumble strip policy, guidance document, or standard.

PP6. Does your state DOT have chip seal policy, guidance document, or standard?

- ☐ Yes
- ☐ No

If Yes, please provide a link for your state DOT's chip seal policy, guidance document, or standard. OR Please upload your state DOT's chip seal policy, guidance document, or standard.

» STATE OF PRACTICE DEVELOPMENT

PP7. Did the state DOT sponsor one or more trainings that included instruction on the following infrastructure type in 2016:

- ☐ 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

PP8. 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
- ☐ The bike/ped coordinator position has been vacant for more than 12 out of the past 18 months
- ☐ Other

If Other, please describe.

» DESIGN AND ACCESS POLICIES

PP9. 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.*

PP10. 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.*

PP11. 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).

PP12. Does your state DOT use context-sensitive design speeds when setting roadways speeds?

- ☐ Yes
- ☐ No

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

PP13. If your state operates or funds transit, do you have a written policy for bicycle accommodations on transit vehicles?

- ☐ Yes
- ☐ No

If Yes, please provide a link (Optional).

PP15. 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).

» SUSTAINABLE TRANSPORTATION POLICIES

PP14. What steps has your state DOT taken to reduce the cost of bicycle and pedestrian infrastructure? Please select all that are appropriate.

- ☐ Coordinating improvements with repaving and other maintenance projects
- ☐ Investing in new technologies that allow the production of bicycle and/or pedestrian infrastructure at scale
- ☐ 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.
- ☐ Other

If Other, please describe (Optional).

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 FY2016? *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?

EP2. Does the state have a statewide pedestrian plan that was adopted within 10 years of FY2016? Only answer yes if this is a standalone pedestrian plan and is different than the plan referenced in EP1. *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?

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?

- ☐ Yes
- ☐ No

If Yes, the following fields appear:

Is this inventory available to the public?

- ☐ Yes
- ☐ No

If Yes, please provide a 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 paths
- ☐ Protected bike lanes
- ☐ Rural bicycling routes
- ☐ Buffered bike lanes
- ☐ HAWK signals
- ☐ Sidewalks
- ☐ Leading pedestrian intervals

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.

EP7. Does your state DOT target 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.

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.

- ☐ Yes
- ☐ No

» BICYCLE & PEDESTRIAN SAFETY

EP10. 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.

EP11. 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#. 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.*

EP12. 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#. 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.*

EP13. 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 on 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.*

» UNDERSTANDING PEOPLE WHO BIKE & WALK

EP14. 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

EP15. 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)
- ☐ Other

If Other, please explain.

EP16. 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?

- ☐ Yes
- ☐ No

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
- ☐ My state does not operate or fund fixed route transit
- ☐ Please contact the following person in our transit agency

If Yes, please provide a link to survey results. If Please contact the following person in our transit agency, the following fields will appear.

- Name of Contact (first and last),
- Contact's email address

» FORMAL USER GROUP ENGAGEMENT

EP18. Does your state have a combined bicycle and pedestrian advisory council (BPAC) or similar group with bicyclist participation?

- ☐ Yes
- ☐ No

EP19. 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

EP20. 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

EP21. If you have a BPAC or similar group, how many state and local agencies regularly attend meetings?

EP22. If you have a BPAC or similar group, how many user groups or representatives regularly attend meetings?

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.

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.

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.

G2. Please list and describe 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.

» COMMUNITY SURVEY

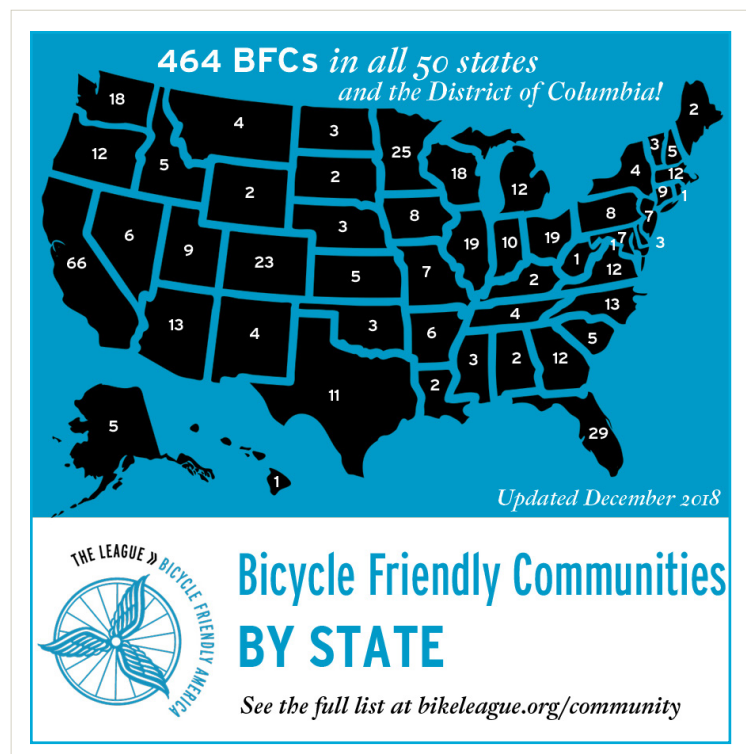
The community survey used for the 2018 Benchmarking Report is based on the application for a Bicycle Friendly Community (BFC) award. The BFC program was created in 1995 and significantly updated to its “5 E” (Engineering, Education, Encouragement, Enforcement, and Evaluation & Planning) format in 2002. It has been updated periodically since then in order to account for new actions taken by communities, such as bikeshare and an increased interest in separated or protected bike lanes. In 2014-2015 it was updated as part of the League of American Bicyclists’ Equity Initiative.

The Benchmarking Report began in 2007 under the Alliance for Biking and Walking. Its city survey was not coordinated with the BFC application. In order to provide comparable data, supplemental questions were added to the Fall 2017 BFC application round and can be found at the end of the survey. Each question added for specifically for the Benchmarking Report begins with the prefix BMR.

In several cases, there were questions in the existing BFC application that closely mirrored but did not precisely follow past Benchmarking Report questions. Existing questions that were modified after comparison to past Benchmarking Report questions are highlighted in **GREEN**.

The community survey was distributed to all contacts that had submitted past Benchmarking Report surveys to the Alliance and the most recent contacts who had submitted BFC applications for the 67 of 69 communities included in past Benchmarking Reports that had participated in the BFC program. Distribution occurred through several rounds of email and phone calls in some cases, including to new contacts identified from community websites.

You can learn more about the BFC program at <https://bikeleague.org/community>.



Engineering

» POLICIES AND DESIGN STANDARDS

B1. Does your community currently have any of the following policies in place?

- ☐ Local Complete Streets ordinance adopted by local governing body*
- ☐ Local Complete Streets policy*
- ☐ Local bicycle routine accommodation policy*
- ☐ Local Complete Streets or bicycle routine accommodation resolution*
- ☐ None of the above

***B1A.** What year was the ordinance, policy, or resolution adopted or passed?

***B1B.** Please provide a link to the ordinance, policy, or resolution.

***B1C.** Since the adoption of the ordinance, policy, or resolution, what percentage of the implemented road projects (where bicycle facilities were considered) have included bicycle facilities?

- ☐ 0-10%
- ☐ 11-25%
- ☐ 26-50%
- ☐ 51-75%
- ☐ More than 75%
- ☐ Unknown

B2. Does your community have bicycle facility selection criteria that increases separation and protection of bicyclists based on levels of motor vehicle speed and volume?

- ☐ Yes*
- ☐ No

***B2A.** Please describe.

B3. Does your community currently have any of the following policies in place that promote shorter distances between homes and destinations? Check all that apply.

- ☐ Mixed-use zoning or incentives
- ☐ Planned Unit Development zoning
- ☐ Transit Oriented Development ordinance or program
- ☐ Form-based/design-based codes
- ☐ Connectivity policy or standards
- ☐ None of the above

B4. Does your community currently have any of the following street design policies in place that promote a more comfortable cycling environment? Check all that apply.

- ☐ Design manual that incorporates the AASHTO Guide for the Development of Bicycle Facilities, 4th Edition
- ☐ Design manual that incorporates the NACTO Urban Bikeway Design Guide
- ☐ Design manual that incorporates the NACTO Urban Street Design Guide
- ☐ Design manual that incorporates the FHWA's Small Town and Rural Multimodal Network Guide
- ☐ Streetscape design guidelines
- ☐ None of the above

B5. Does your community currently have any of the following additional policies in place? Check all that apply.

- ☐ Policy to preserve abandoned rail corridors for multi-use trails
- ☐ Policy to utilize utility corridors for multi-use trails
- ☐ Accommodation of bicyclists through construction sites in the public right-of-way
- ☐ Maximum car parking standards
- ☐ No minimum car parking standards
- ☐ Paid public car parking
- ☐ Shared-parking allowances
- ☐ Congestion charges
- ☐ None of the above

Existing questions that were modified after comparison to past Benchmarking Report questions are highlighted in GREEN.

B6. How do engineers and planners learn how to accommodate bicyclists according to the most current AASHTO or NACTO standards? Check all that apply.

- ☐ FHWA/National Highway Institute Training Course
- ☐ Portland State University Initiative for Bicycle and Pedestrian Innovation Training Course
- ☐ Staff participate in bicycle-specific conferences/trainings/educational tours
- ☐ Webinars
- ☐ Internal peer training
- ☐ Training by outside consultant/advocate
- ☐ Require project consultants to have bike/ped qualifications
- ☐ None of the above

» END-OF-TRIP FACILITIES

B7. What policies or programs increase the amount of end-of-trip facilities for bicyclists? Check all that apply.

- ☐ Bike parking ordinance for existing buildings specifying amount and location
- ☐ Bike parking ordinance for all new developments specifying amount and location
- ☐ Ordinance requiring showers and lockers in existing non-residential buildings
- ☐ Ordinance requiring showers and lockers in new non-residential buildings
- ☐ Building accessibility ordinance (Bicycles are allowed to be parked inside non-residential buildings)
- ☐ Public uncovered bike racks
- ☐ Public covered bike racks
- ☐ Bike valet parking available at community events
- ☐ Ordinance that allows on-street bike parking/bicycle corrals
- ☐ Ordinance that allows bike parking to substitute for car parking
- ☐ Requirement for new developments to meet LEED-Neighborhood Development silver standards or higher
- ☐ Developers are eligible for density bonuses for providing end-of-trip facilities
- ☐ Subsidy program for private bike parking installation
- ☐ Public or private program that provides grants for bike racks or free bike racks upon request
- ☐ None of the above

B8. What, if any, end-of-trip facilities are available to the general public in your community? Check all that apply.

- ☐ Publicly accessible bicycle repair stations
- ☐ Publicly accessible air pumps
- ☐ Bicycle Station or Hub that provides lockers and/or showers for commuters
- ☐ None of the above

B9. Do your standards for bicycle parking: Check all that apply.

- ☐ Conform with APBP Guidelines?
- ☐ Address the need for parking spaces for cargo bicycles?
- ☐ Address the need for facilities to recharge electric assist bicycles?
- ☐ No standards

B10. What percentage of public and private bike racks conform with APBP Guidelines?

- ☐ 10% or less
- ☐ 11-25%
- ☐ 26-50%
- ☐ 51-75%
- ☐ More than 75%
- ☐ Unknown

B11. Is there a program (e.g. publicly funded, public-private partnership, or development regulation) that provides or increases bike parking at any of the following locations? Check all that apply.

- ☐ Public & private schools (K-12)
- ☐ Day care, child care centers and preschools
- ☐ Higher Education Institutions
- ☐ Libraries
- ☐ Hospitals and medical centers
- ☐ Parks & recreation centers
- ☐ Other government-owned buildings and facilities
- ☐ Event venues (e.g. convention center, movie complex)
- ☐ Hotels & restaurants
- ☐ Office buildings
- ☐ Retail stores (excluding grocery stores)
- ☐ Grocery stores
- ☐ Multi-family housing (excluding subsidized or public housing, if any)
- ☐ Subsidized or public housing
- ☐ None of the above

» BICYCLE ACCESS TO PUBLIC TRANSPORTATION

B12. Does your community have a rail transit or bus system?

- ☐ Yes*
- ☐ No

***B12A.** Are bikes allowed inside transit vehicles? Check all that apply.

- ☐ Yes, at all times in buses
- ☐ Yes, at all times in rail vehicles
- ☐ Only outside of rush hour service in buses
- ☐ Only outside of rush hour service in rail vehicles
- ☐ Folding bikes are allowed in folded position in buses
- ☐ Folding bikes are allowed in folded position in rail vehicles
- ☐ There is specialized space (e.g. hooks or luggage space) for bikes in buses
- ☐ There is specialized space (e.g. hooks or luggage space) for bikes in rail vehicles
- ☐ None of the above

***B12B.** What percentage of buses are equipped with bike racks?

- ☐ None
- ☐ 10% or less
- ☐ 11-25%
- ☐ 26-50%
- ☐ 51-75%
- ☐ 75-99%
- ☐ 100%

***B12C.** What percentage of transit stops are equipped with secure and convenient bike parking, **including bus stops**?

- ☐ None
- ☐ 10% or less
- ☐ 11-25%
- ☐ 26-50%
- ☐ 51-75%
- ☐ 75-99%
- ☐ 100%
- ☐ Unknown

***B12D.** Has your community made specific bicycle infrastructure investments around major transit stops to improve accessibility?

- ☐ Yes*
- ☐ No

*Please describe any bicycle infrastructure investments around major transit stops that have improved accessibility.

***B12E.** How are residents and visitors encouraged to combine cycling and public transportation? Check all that apply.

- ☐ Cyclists can practice mounting their bike on a bus bike rack at community events
- ☐ Brochure describing bike rack use/how to store bikes inside a transit vehicle
- ☐ Video describing bike rack use/how to store bikes inside a transit vehicle
- ☐ Information on bike racks/storage provided on transit schedules
- ☐ Stickers on the outside of buses with bike racks that say bicycles are welcome
- ☐ None of the above

» OFF-STREET BICYCLE FACILITIES

B13. Are there any off-street facilities within your community's boundaries that can be legally used by bicyclists?

- ☐ Yes*
- ☐ No

***B13A.** How many miles of the following off-street accommodations that can be legally used by bicyclists are within your community's boundaries? Answer all that apply. (in miles)

- Paved shared use paths (≥10 feet) (# only)
- Paved shared use paths (≥ 8 and <10 feet) (# only)
- Natural surface shared use paths (≥10 feet) (# only)
- Natural surface shared use paths (≥ 8 and <10 feet) (# only)
- Singletrack (# only)

Existing questions that were modified after comparison to past Benchmarking Report questions are highlighted in GREEN.

***B13B.** Which of the following features are provided for bicyclists and pedestrians at off-street path crossings of roads with posted speed limits above 25 mph? Check all that apply.

- ☐ Bike/pedestrian overpasses/underpasses
- ☐ Raised path crossings
- ☐ Refuge islands
- ☐ Path crossing with high visibility markings/signs/HAWK signals/ Rapid Flashing Beacons
- ☐ Curb extensions
- ☐ Signalized crossings
- ☐ None of the above
- ☐ N/A – no crossings of roads with posted speed limits above 25 mph

***B13C.** What measures have been taken to improve the safety and convenience of bicyclists on off-street paths? Check all that apply.

- ☐ “Cut-throughs” that improve network connectivity for bicyclists (e.g. connecting dead-ends or cul-de-sacs)
- ☐ Off-street way-finding signage with easily visible distance and/or riding time information for bicyclists while riding
- ☐ Parallel but separated paths for bicyclists and pedestrians
- ☐ Signage or markings to designate right-of-way on shared-use paths
- ☐ Education/awareness campaign about shared-use path etiquette
- ☐ None of the above

***B13D.** What maintenance practices ensure the off-street bicycle facilities remain usable and safe?

Sweeping

- ☐ Quarterly or more frequently
- ☐ Annually
- ☐ As needed
- ☐ Never

Vegetation maintenance

- ☐ Quarterly or more frequently
- ☐ Annually
- ☐ As needed
- ☐ Never

Snow and ice clearance

- ☐ N/A - No snow or ice
- ☐ Before roadways
- ☐ Same time as roadways
- ☐ After roadways
- ☐ Never

Surface repair

- ☐ Within 24 hours of complaint
- ☐ Within one week of complaint
- ☐ Within one month of complaint or longer
- ☐ Never

» ON-STREET BICYCLE FACILITIES

B14. What is the centerline mileage of your total road network (including federal, state, county and private roads)? (# only)

B15. How many miles of road network fall within the following posted speed limits? (in centerline miles)

- ≤ 25mph (# only)
- >25mph and ≤35mph (# only)
- >35mph (# only)

B16. Does your community have on-street bicycle facilities?

- ☐ Yes*
- ☐ No

***B16A.** Are there any on-street bicycle facilities on roads with posted speeds of ≤ 25mph?

- ☐ Yes**
- ☐ No

****B16A1.** On streets with posted speeds of ≤ 25 mph, how many miles of each of the following bicycle facilities are there that meet or exceed current AASHTO or NACTO standards? (Answer in centerline miles. Write “o” if facility is not present in community.)

- Bike boulevards (# only)
- Shared lane markings (not counted under Bicycle Boulevards) (# only)
- Wide paved shoulders (ridable surface ≥ 4 feet, and minimum clear path of ≥ 4 feet between rumble strips) (# only)
- Bike lanes (incl. standard, contra-flow, left-side) (ridable surface ≥ 4 feet) (# only)
- Buffered bike lanes (# only)
- Protected bike lanes (one-way or two-way) (# only)
- Raised cycle tracks (one-way or two-way) (# only)

***B16B.** Are there any on-street bicycle facilities on roads with posted speeds of >25 mph and ≤ 35 mph?

- ☐ Yes**
- ☐ No

****B16B1.** On streets with posted speeds of > 25 mph and ≤ 35 mph, how many miles of each of the following bicycle facilities are there that meet or exceed current AASHTO or NACTO standards? (Answer in centerline miles. Write “o” if facility is not present in community.)

- Shared lane markings (# only)
- Wide paved shoulders (ridable surface ≥ 4 feet, and minimum clear path of ≥ 4 feet between rumble strips) (# only)
- Bike lanes (incl. standard, contra-flow, left-side) (ridable surface ≥ 4 feet) (# only)
- Buffered bike lanes (# only)
- Protected bike lanes (one-way or two-way) (# only)
- Raised cycle tracks (one-way or two-way) (# only)

***B16C.** Are there any on-street bicycle facilities on roads with posted speeds of >35 mph?

- ☐ Yes**
- ☐ No

****B16C1.** On streets with posted speeds of > 35 mph, how many miles of each of the following bicycle facilities are there that meet or exceed current AASHTO or NACTO standards? (Answer in centerline miles. Write “o” if facility is not present in community.)

- Wide paved shoulders (ridable surface ≥ 4 feet, and minimum clear path of ≥ 4 feet between rumble strips) (# only)
- Bike lanes (incl. standard, contra-flow, left-side) (ridable surface ≥ 4 feet) (# only)
- Buffered bike lanes (# only)
- Protected bike lanes (one-way or two-way) (# only)
- Raised cycle tracks (one-way or two-way) (# only)

***B16D.** What maintenance practices ensure that any on-street bicycle facilities (including shoulders) remain usable and safe?

Sweeping

- ☐ Before other travel lanes
- ☐ Same time as other travel lanes
- ☐ After other travel lanes
- ☐ Never

Snow and ice clearance

- ☐ N/A - No snow or ice
- ☐ Before other travel lanes
- ☐ Same time as other travel lanes
- ☐ After other travel lanes
- ☐ Never

Pothole maintenance/ surface repair

- ☐ Within 24 hours of complaint
- ☐ Within one week of complaint
- ☐ Within one month of complaint or longer
- ☐ Never

B17. Within the last five years, has your community ever removed a bicycle facility without an improved replacement?

- ☐ Yes*
- ☐ No

*If yes, please explain.

» OTHER BICYCLE ACCOMMODATIONS

B18. How has your community calmed traffic? Check all that apply.

- ☐ Speed limits 20 mph or less on residential streets
- ☐ Used lower design speeds when designing for new roadways
- ☐ Physically altered the road layout or appearance
- ☐ Converted one-way streets to two-way traffic
- ☐ Road diets
- ☐ Lane diets
- ☐ Speed feedback signs/cameras
- ☐ Car-free/Car-restricted zones
- ☐ Shared Space/Home Zone/Living Street/Woonerf
- ☐ None of the above

B19. In what other ways has your community improved riding conditions and amenities for on-street bicyclists? Check all that apply.

- ☐ Roundabouts that accommodate bicycles
- ☐ Colored bike lanes outside of conflict zones
- ☐ **Contra-flow bike lanes (e.g. a one-way bike lane installed heading the opposite direction of the adjacent one-way street)**
- ☐ Removal of on-street car parking
- ☐ Advisory bike lanes
- ☐ Bicycle left turn lanes
- ☐ Shared bicycle/bus lanes
- ☐ Reverse angle parking
- ☐ On-street way-finding signage with distance and/or time information
- ☐ Signed bike routes
- ☐ Bicycle-friendly storm sewer grates
- ☐ None of the above

B20. Are there any signalized intersections in your community?

- ☐ Yes*
- ☐ No

***B20A.** Which of the following accommodations are available at signalized intersections to improve conditions for bicyclists?

- ☐ Video or microwave detection for demand-activated signals
- ☐ Demand activated signals with loop detector (and marking)
- ☐ Push-buttons that are accessible from the road
- ☐ Timed signals
- ☐ Signals timed for bicycle speeds
- ☐ Bicycle Signal Heads
- ☐ Advanced Stop Line or Bike Box
- ☐ Protected intersection
- ☐ Colored bike lanes in conflict areas
- ☐ Intersection crossing markings for bicycles
- ☐ Refuge islands
- ☐ Right corner islands (“pork chops”)
- ☐ None of the above

» BIKE SHARING

B21. Does your community currently have a community-wide bike sharing program that is open to the general public?

- ☐ Yes*
- ☐ No
- ☐ Launching in the next 12 months**

*If yes:

***B21A.** Please provide a link to your bike sharing program website.

***B21B.** What is the name of your city’s bike share program?

***B21C.** Who is involved in implementation of this program? Implementation includes operation and financial support.

- ☐ Government
- ☐ Nonprofit organization

Existing questions that were modified after comparison to past Benchmarking Report questions are highlighted in GREEN.

***B21D.** What type of system is your bike sharing program?

- ☐ Automated kiosk-style bike share system
- ☐ GPS-enabled bike share system
- ☐ Short-term bike rentals
- ☐ Long-term bike rentals
- ☐ Bike library (free rentals)
- ☐ Unregulated program (i.e. Yellow Bike)

***B21E.** How many bikes are in the system? (# only)

***B21F.** How many stations are in the system?

***B21G.** What is the average station density? (number of stations per square mile)

***B21H.** How many trips were made in the last calendar year?

***B21I.** Are there options for transporting children as passengers?

- ☐ Yes
- ☐ No

***B21J.** What specific efforts, if any, have been implemented to make the bike sharing program accessible to low-income populations your community? Check all that apply.

- ☐ Cash or non-credit card dependent payment system
- ☐ Subsidized bike share memberships
- ☐ Community outreach
- ☐ Walkable station spacing in low-income communities
- ☐ None of the above

***B21K.** Does your bike share program make ridership publicly available online?

- ☐ Yes
- ☐ No
- ☐ N/A – no ridership data collected

****If launching in next 12 months:**

Existing questions that were modified after comparison to past Benchmarking Report questions are highlighted in **GREEN**.

****B21L.** Expected launch date:

****B21M.** Please provide a link to your bike sharing program website.

****B21N.** What is the name of your city's bike share program?

****B21O.** Who is involved in implementation of this program? Implementation includes operation and financial support.

- ☐ Government
- ☐ Nonprofit organization

****B21P.** What type of system will your bike sharing program be?

- ☐ Automated kiosk-style bike share system
- ☐ GPS-enabled bike share system
- ☐ Short-term bike rentals
- ☐ Long-term bike rentals
- ☐ Bike library (free rentals)
- ☐ Unregulated program (i.e. Yellow Bike)

****B21Q.** How many bikes will be in the system? (# only)

****B21R.** How many stations will be in the system?

****B21S.** Will there be options for transporting children as passengers?

- ☐ Yes
- ☐ No

***B21T.** What specific efforts, if any, are being planned to make the bike sharing program accessible to low-income populations your community? Check all that apply.

- ☐ Cash or non-credit card dependent payment system
- ☐ Subsidized bike share memberships
- ☐ Community outreach
- ☐ Walkable station spacing in low-income communities
- ☐ None of the above

» OTHER BICYCLE-RELATED AMENITIES

B22. Which of the following bicycling amenities are available within your community boundaries? Check all that apply

- ☐ BMX track
- ☐ Velodrome
- ☐ Indoor cyclist training facility
- ☐ Cyclocross course
- ☐ Mountain bike park
- ☐ Pump tracks
- ☐ Bicycle-accessible skate park
- ☐ Snow/Fat tire bike trails
- ☐ Signed loop route(s) around the community
- ☐ None of the above

B23. Which of the following safety amenities are available in your community? Check all that apply

- ☐ Emergency call boxes/phones along trails
- ☐ Street lighting on most arterials
- ☐ Street lighting on most non-arterials
- ☐ Lighting of most shared-use paths
- ☐ None of the above

» ENGINEERING BONUS POINTS

B24. Describe any other policies, amenities, infrastructure improvements or maintenance programs that your community provides or requires that create a comfortable and attractive bicycling environment for bicyclists of all ages and abilities. Use this space to expand on answers checked above, or to describe additional facilities or physical amenities provided that have not yet been covered.

Education

» YOUTH BICYCLE EDUCATION

C1. Do any public or private elementary schools offer regular bicycle education to students?

- ☐ Yes*
- ☐ No
- ☐ N/A - No elementary schools

***C1A.** What percentage of your public and private elementary schools offer bicycle education?

- ☐ 1-25%
- ☐ 26-50%
- ☐ 51-75%
- ☐ 75-99%
- ☐ 100%

***C1B.** What type of bicycle education is offered?

- ☐ Mandatory on-bike education
- ☐ Optional on-bike education
- ☐ Bicycle safety presentation with no on-bike component

***C1C.** Are bicycles provided to students by the school district, police, nonprofit or other entity to allow every student the opportunity to participate in on-bike instruction?

- ☐ Yes, bicycles are provided to all students
- ☐ Yes, a limited number of bicycles are available for students in need
- ☐ No, bicycles are not provided

C2. Do any public or private middle schools offer regular bicycle education to students?

- ☐ Yes*
- ☐ No
- ☐ N/A - No middle schools

***C2A.** What percentage of your public and private middle schools offer regular bicycle education?

- ☐ 1-25%
- ☐ 26-50%
- ☐ 51-75%
- ☐ 75-99%
- ☐ 100%

***C2B.** What type of bicycle education is offered?

- ☐ Mandatory on-bike education
- ☐ Optional on-bike education
- ☐ Bicycle safety presentation with no on-bike component

***C2C.** Are bicycles provided to students by the school district, police, nonprofit or other entity to allow every student the opportunity to participate in on-bike instruction?

- ☐ Yes, bicycles are provided to all students
- ☐ Yes, a limited number of bicycles are available for students in need
- ☐ No, bicycles are not provided

C3. Do any public or private high schools offer regular bicycle education to students?

- ☐ Yes*
- ☐ No
- ☐ N/A - No high schools

***C3A.** What percentage of your public and private high schools offer regular bicycle education?

- ☐ 1-25%
- ☐ 26-50%
- ☐ 51-75%
- ☐ 75-99%
- ☐ 100%

***C3B.** What type of bicycle education is offered?

- ☐ Mandatory on-bike education
- ☐ Optional on-bike education
- ☐ Bicycle safety presentation with no on-bike component

***C3C.** Are bicycles provided to students by the school district, police, nonprofit or other entity to allow every student the opportunity to participate in on-bike instruction?

- ☐ Yes, bicycles are provided to all students
- ☐ Yes, a limited number of bicycles are available for students in need
- ☐ No, bicycles are not provided

C4. Outside of schools, how are children and youth taught safe cycling skills?

Check all that apply.

- ☐ Learn to ride classes
- ☐ Bike clinics or rodeos
- ☐ ABCs of Family Biking, family bike show-and-tell, or similar program focused on families with toddlers and young children
- ☐ Youth bike clubs
- ☐ Scouts bicycle training
- ☐ Youth development road or cross racing teams
- ☐ Youth development mountain bike racing teams
- ☐ Helmet fit seminars
- ☐ Safety town area
- ☐ Trail riding classes
- ☐ Summer camps
- ☐ Bicycle-related after school programming
- ☐ Bicycle safety is taught as part of driver education curriculum
- ☐ None of the above

» ADULT BICYCLE EDUCATION

C5. Are bicycle safety or riding skills-related classes or hands-on instruction offered to adults in your community?

- ☐ Yes*
- ☐ No

***C5A.** What type of classes are available for adults? Check all that apply.

- ☐ Classes that include on-bike instruction
- ☐ Classroom-based classes
- ☐ Information sessions/workshops

***C5B.** What topics are covered in these classes? Check all that apply.

- ☐ Introduction to bicycling/Learn to ride/Bike handling basics
- ☐ Safe riding skills/habits
- ☐ Bicycle maintenance
- ☐ Sharing the road, trail, or path with vehicles or pedestrians
- ☐ Bike commuting basics

***C5C.** Who teaches these classes? Check all that apply.

- ☐ League Cycling Instructor
- ☐ Local bike shop employee
- ☐ Local bicycle advocate
- ☐ Local law enforcement officer

***C5D.** On average, how often are these classes offered?

- ☐ Monthly or more frequently
- ☐ Quarterly
- ☐ Semi-annually
- ☐ Annually
- ☐ Less than annually
- ☐ On demand

***C5E.** Are bicycles provided to adults by the community, police, nonprofit or other entity to allow every resident to participate in on-bike instruction?

- ☐ Yes
- ☐ No

C6. Which of the following communications methods are used to share bicycle information with adults in your community? Check all that apply.

- ☐ Community-wide public education campaign
- ☐ Community-wide Bicycle Ambassador program
- ☐ Educational group rides
- ☐ Videos on community website/TV channel/social media
- ☐ Bike-specific website or social media accounts for community
- ☐ Neighborhood listserves
- ☐ Community newsletter (print or digital)
- ☐ Community maps (print or digital)
- ☐ Handouts or brochures
- ☐ Welcome packet for new residents
- ☐ Permanent signage, displays, or information kiosks
- ☐ Table or booth at community events
- ☐ None of the above

C7. Which of the following information is shared using the methods checked above? Check all that apply.

- ☐ Introduction to bicycling/Learn to ride/Bike handling basics
- ☐ Safe riding skills/habits
- ☐ Bicycle maintenance
- ☐ Sharing the road, trail, or path with vehicles or pedestrians
- ☐ Commuting tips and resources
- ☐ Traffic laws/ rules of the road
- ☐ Bicycle purchase and fitting guidance
- ☐ Equipment, gear, and accessories
- ☐ Theft prevention
- ☐ Riding in inclement weather
- ☐ Family biking
- ☐ None of the above

C8. Do any of the above educational classes, resources, or programs for adults specifically target any of the following traditionally-underrepresented groups? Check all that apply.

- ☐ Women
- ☐ People of Color
- ☐ Seniors
- ☐ Non-English speakers
- ☐ Low-income populations
- ☐ University students
- ☐ LGBT+ community
- ☐ ADA community
- ☐ Homeless community
- ☐ None of the above

» MOTORIST EDUCATION

C9. In what ways have motorists in your community been educated on sharing the road safely with bicyclists of all ages and abilities? Check all that apply.

- ☐ Public service announcements
- ☐ Community-wide public education campaign
- ☐ Share the Road educational videos on community website/TV channel/social media
- ☐ Dedicated Share the Road website or social media sites
- ☐ Neighborhood listserves
- ☐ Community newsletter/magazine article/blog
- ☐ Community maps (print or digital)
- ☐ Information in new resident packet
- ☐ Information for students and parents from the school system
- ☐ Utility bill insert
- ☐ Flyer/handout
- ☐ Info sessions/lunch seminars
- ☐ Billboards
- ☐ Share the Road Signs
- ☐ Share the Road information in driver's education and testing
- ☐ None of the above

C10. Which of the following groups of professional drivers receive training that includes information on sharing the road with bicyclists? Check all that apply.

- ☐ Local government staff
- ☐ Taxi drivers
- ☐ Transit operators
- ☐ School bus operators
- ☐ Delivery/Commercial drivers
- ☐ Emergency vehicle drivers
- ☐ None of the above

» BICYCLE SAFETY EDUCATION RESOURCES

C11. How many League Cycling Instructors are active (have taught a class in the last year) in your community? (# only)

C12. Are any of the following educational materials published by the League of American Bicyclists provided to community residents and/or businesses?

- ☐ Smart Cycling Quick Guide
- ☐ Smart Cycling Student Manual
- ☐ Smart Cycling Education videos
- ☐ None of the above

» EDUCATION BONUS POINTS

C13. Describe any other education efforts in your community that promote safe cycling. Use this space to expand on answers checked above, or to describe additional educational programs or services that have not yet been covered.

Encouragement

» ENCOURAGEMENT POLICIES, PROGRAMS & PARTNERSHIPS

D1. Which of the following community-wide bicycle encouragement programs or policies exist in your community? Check all that apply.

- ☐ Trip reduction ordinance or incentive program
- ☐ Guaranteed Ride Home program
- ☐ Local business incentive program that rewards customers arriving by bicycle
- ☐ Local recognition program for businesses that are bicycle-friendly for their employees and/or customers
- ☐ Locally-designated Bicycle Friendly Business District
- ☐ None of the above

D1A. Please provide links for any programs checked above:

D2. What other groups actively promote bicycling in the community? Check all that apply.

- ☐ Chamber of Commerce
- ☐ Downtown Business Association/Business District
- ☐ Tourism Board
- ☐ Other civic associations (e.g. Rotary, Lion's Club, etc.)
- ☐ None of the above

D3. Does your community actively promote the League of American Bicyclists' Bicycle Friendly Business (BFB) or Bicycle Friendly University (BFU) programs in your community?

- ☐ Yes
- ☐ No

» ROUTE-FINDING SUPPORT

D4. What up-to-date mapping and route-finding information is available for your community? Check all that apply.

- ☐ Web-based route finding service
- ☐ Smart phone app
- ☐ Printed/digital bicycle network map
- ☐ Printed/digital mountain bike trails map
- ☐ Printed/digital greenways and trails map
- ☐ Printed/digital Safe Routes to Schools map(s)
- ☐ None of the above

» BICYCLE CULTURE AND PROMOTION

D5. How is National Bike Month/your own dedicated Bike Month promoted in your community? Check all that apply.

Learn about National Bike Month and see the League's National Bike Month Guide for ideas to improve your community's Bike Month efforts.

- ☐ Official Proclamation
- ☐ Community-wide Bike to Work Day/Week
- ☐ Bike to School Day/Week
- ☐ Bike to Church Day or similar
- ☐ Community Rides
- ☐ Mayor-led/Council-led Ride
- ☐ Public Service Announcements
- ☐ Videos promoting bicycling on community website/TV channel
- ☐ Publish a guide or calendar of Bike Month Events
- ☐ Bike Month Website
- ☐ Commuter Challenge
- ☐ Challenges aimed at students biking to school
- ☐ Non-commuting related (i.e. errand-running) biking challenges and programs
- ☐ National Bike Challenge /Global Bike Challenge
- ☐ Bike Commuter energizer stations/breakfasts
- ☐ Car-free days
- ☐ CycloFemme Ride
- ☐ Kidical Mass Ride
- ☐ Open Streets/Ciclovía/Sunday Parkways
- ☐ Mentoring program for new riders
- ☐ Bike valet parking at events
- ☐ Bicycle-themed festival/parade/show
- ☐ Public education campaign relating to cycling (e.g. with a focus on public health or environmental benefits)
- ☐ Trail construction or maintenance day
- ☐ None of the above

D6. How is bicycling promoted in your community outside of Bike Month? Check all that apply.

- ☐ Community and charity rides
- ☐ Mayor-led/Council-led rides
- ☐ Videos on bicycling on community website/TV channel
- ☐ Public Service Announcements
- ☐ Trail construction or maintenance day
- ☐ Kidical Mass Ride
- ☐ Open Streets/Ciclovia/Sunday Parkways
- ☐ Commuter Challenge
- ☐ Non-commuting related (i.e. errand-running) challenges and programs
- ☐ Challenges aimed at students biking to school
- ☐ National Bike Challenge /Global Bike Challenge
- ☐ Business program that provides discounts for customers arriving by bicycle
- ☐ Triathlons and bicycle races
- ☐ Bike commuter events
- ☐ Car-free days
- ☐ Publish a guide or calendar of community bicycle events
- ☐ Mentoring program for new riders
- ☐ Bike valet parking at events
- ☐ International Bike to School Day in October
- ☐ Winter Bike to Work/School Day(s)
- ☐ Bicycle-themed festivals/parades/shows
- ☐ Public education campaign related to cycling (e.g. with a focus on public health or environmental benefits)
- ☐ Community celebration/ride each time a bicycle project is completed
- ☐ None of the above

D7. Are any bicycle events specifically marketed to any of the following traditionally underrepresented groups? Check all that apply.

- ☐ Women
- ☐ People of Color
- ☐ Seniors
- ☐ Families with toddlers and young children
- ☐ Non-English speakers
- ☐ Low-income populations (as defined by local regulations)
- ☐ LGBT+ community
- ☐ ADA community
- ☐ Homeless community
- ☐ None of the above
- ☐ N/A - No bicycle events

D8. How does the municipality sponsor or actively support bicycle events in the community? Check all that apply.

- ☐ Organize event(s)
- ☐ Fund event(s)
- ☐ Contribute in-kind funding (i.e. police presence, closing roads, etc.)
- ☐ Assist in promoting event(s)
- ☐ None of the above
- ☐ N/A - No bicycle events

D9. Are any of the following cycling clubs/groups active in your community? Check all that apply.

- ☐ Recreational bike clubs
- ☐ Mountain bike clubs
- ☐ Cyclocross clubs
- ☐ Friends of the Trail groups
- ☐ National Mountain Bike Patrol
- ☐ Racing clubs or teams
- ☐ Kidical Mass, Family Bike Party, or other family-oriented groups
- ☐ Senior ride groups
- ☐ Women-only ride groups
- ☐ LGBT+ ride groups
- ☐ People of Color ride groups
- ☐ Bike polo/La Crosse clubs
- ☐ Slow ride group
- ☐ None of the above

D10. Does your community have any of the following youth programs centered on encouraging bicycling for children and youth? Check all that apply.

- ☐ Safe Routes to School program
- ☐ Trips for Kids chapter
- ☐ Earn a Bike program
- ☐ Create a Commuter program
- ☐ None of the above

» ACCESS TO BICYCLE EQUIPMENT & REPAIR SERVICES

D11. What is the ratio of for-profit specialty bicycle retailers (shops dedicated primarily to selling bikes and bike-related equipment) to population within your community's boundaries?

- ☐ 1 shop for every 1-15,000 residents
- ☐ 1 shop for every 15,001-30,000 residents
- ☐ 1 shop for every 30,001-50,000 residents
- ☐ 1 shop for more than 50,001 residents
- ☐ There are no specialty bicycle retailers located within the community's boundaries, but there is at least one shop close by.
- ☐ There are no specialty bicycle retailers located within or near the community's boundaries.

D12. Is there at least one bike co-op or nonprofit community bike shop within the community's boundaries?

- ☐ Yes*
- ☐ No

***D12A.** Do(es) the co-op/nonprofit community bike shop(s) receive any of the following support from the local government? Check all that apply.

- ☐ Grants
- ☐ Free or subsidized property/space for a duration of at least 5 years
- ☐ Contracts for services, e.g. bicycle skills or maintenance education, event support, etc.
- ☐ Free bicycle safety accessories for distribution, e.g. helmets or lights
- ☐ Provision of abandoned or impounded bicycles for resale
- ☐ Free PSA or advertising space
- ☐ None of the above

» ENCOURAGEMENT BONUS POINTS

D13. Describe any other events, programs or policies your community has to encourage bicycling. Use this space to expand on answers checked above, or to describe additional encouragement efforts that have not yet been covered.

Enforcement & Safety

» PUBLIC OUTREACH

E1. How does your police department interact with the local cycling community? Check all that apply.

- ☐ A police officer is an active member of or regularly attends meetings of the bicycle advisory committee
- ☐ Identified law-enforcement point person to interact with bicyclists
- ☐ Identified law-enforcement point person to Safe Routes to Schools program
- ☐ Police department assist with bicycle events/rides
- ☐ Police department hosts bicycle events/rides
- ☐ Officers provide bike safety education
- ☐ Officers distribute bike safety/theft deterrent information
- ☐ Police officers report potential hazards to traffic engineers and planners to identify sites in need of safety improvements for bicyclists
- ☐ None of the above

E2. What percentage of patrol officers are regularly on bikes?

- ☐ None
- ☐ 1-20%
- ☐ 21-50%
- ☐ More than 50%

E3. What other public or private bicycle safety programs are in place? Check all that apply.

- ☐ Helmet giveaways
- ☐ Light giveaways
- ☐ Volunteer trail watch programs/patrols
- ☐ None of the above

» BICYCLE-RELATED TRAINING FOR LAW ENFORCEMENT PERSONNEL

E4. What kind of bicycle-related training is offered to police officers? Check all that apply.

- ☐ Basic academy training
- ☐ International Police Mountain Bike Association training
- ☐ Law Enforcement Bicycle Association training
- ☐ National Highway Traffic Safety Administration Law Enforcement Training
- ☐ Smart Cycling course
- ☐ Completion of League Cycling Instructor certification by one or more officers
- ☐ Presentation/Training by League Cycling Instructor or local bicycle advocate
- ☐ Institute for Police Training and Development bicycle training
- ☐ Training on racial profiling awareness in multimodal transportation enforcement
- ☐ Training on bicycle crash types, numbers and locations
- ☐ None of the above

» BICYCLE-RELATED LAWS

E5. Are there any local ordinances or state laws that protect bicyclists in your community? Check all that apply.

- ☐ Specific penalties for failing to yield to a cyclist when turning
- ☐ It is illegal to park or drive in a bike lane (intersections excepted)
- ☐ Penalties for motor vehicle users that ‘door’ bicyclists
- ☐ Ban on cell phone use while driving
- ☐ Ban on texting while driving
- ☐ Vulnerable road user law
- ☐ Safe passing distance law
- ☐ It is illegal to harass a cyclist
- ☐ Photo enforcement for red lights and/or speed
- ☐ None of the above

E6. Do any local ordinances in your community place restrictions on bicyclists? Check all that apply.

- ☐ Local law requires bicyclists to use side paths regardless of their usability
- ☐ Local law requires bicyclists to use bike lanes when provided
- ☐ Local law requires that bicyclists are required to ride as far to the right of the road as practicable without exceptions
- ☐ Local law restricts usage of electric-assist bicycles
- ☐ Mandatory bike registration
- ☐ Mandatory helmet use for all ages
- ☐ Restrictions on sidewalk riding outside of the Central Business District
- ☐ Restrictions on sidewalk riding inside the Central Business District
- ☐ Dismount zones/regulations on shared-use paths
- ☐ Local or school policies restrict youths from riding to school
- ☐ Bicycles are banned from one or more road that is open to vehicles
- ☐ None of the above

» BICYCLE-RELATED ENFORCEMENT PRACTICES & PROGRAMS

E7. Which of the following bicycle-related enforcement practices exist in the community? Check all that apply.

- ☐ Data-driven enforcement of traffic violations most likely to lead to crashes, injuries, and fatalities
- ☐ Positive enforcement ticketing
- ☐ Ticket diversion program for bicyclists
- ☐ Ticket diversion program for motorists with educational content specifically related to interacting and sharing the road with bicyclists
- ☐ None of the above

E8. How does your community use traffic citation data?

Check all that apply.

- ☐ Raw data are published and made available to the public on a regular basis
- ☐ Analysis and reports are published and made available to the public on a regular basis
- ☐ Data are only available to the public by FOIA request
- ☐ Analysis and reports are developed but not shared/are only used internally
- ☐ Data/reports are shared with transportation agencies to improve infrastructure
- ☐ Data are not collected
- ☐ Unknown

» BICYCLE SAFETY POLICIES & PROGRAMS

E9. Is there a specific plan, policy or program to further increase bicycle safety in your community?

- ☐ Vision Zero policy/Policy to eliminate traffic fatalities within a specific time frame not to exceed 20 years*
- ☐ Towards Zero Deaths program or similar data-driven, interdisciplinary approach that targets areas for improvement and employs proven countermeasures, integrating application of education, enforcement, engineering, and emergency medical and trauma services*
- ☐ Traffic safety plan*
- ☐ None of the above

***E9A.** Please provide a link or upload the policy/program/plan document.

» CRASH & FATALITY REPORTING

E10. Do police officers report bicyclist crash data?

- ☐ Yes*
- ☐ No

***E10A.** On average over the past five calendar years, how many bicyclists have been in a crash involving a motor vehicle annually? (# only)

E11. On average over the past five calendar years, how many bicyclists have died due to a crash involving a motor vehicle annually? (# only)

» ENFORCEMENT & SAFETY BONUS POINTS

E12. Describe any other enforcement or safety programs/policies relating to bicycling. Use this space to expand on answers checked above, or to describe additional enforcement or safety programs or policies that have not yet been covered.

Evaluation & Planning

» STAFFING AND COMMITTEES

F1. Is there a bike program manager or primary point of contact for bicycling issues at your local government?

- ☐ There is a full-time, paid bike program manager whose primary role is helping the community become bicycle-friendly and encouraging ridership.*
- ☐ Promoting bicycling is a part of someone's official job description but they have other responsibilities as well.*
- ☐ Helping the community become bicycle-friendly and encouraging ridership is a responsibility shared among multiple staff.
- ☐ Promoting bicycling is not a part of anyone's official job description, but at least one staff member has permission to help the community become bicycle-friendly during working hours.
- ☐ A citizen volunteer is appointed by the government to help the community become bicycle-friendly.*
- ☐ Currently, no one is focused on encouraging ridership or helping the community become more bicycle-friendly.

***F1A.** Provide contact information if different from applicant.

F2. Is there a Safe Routes to School Coordinator?

- ☐ There is a full-time, paid Safe Routes to School Coordinator.*
- ☐ Promoting Safe Routes to School educational programs and infrastructure improvements is a part of someone's official job description but they have other responsibilities as well.*
- ☐ Promoting Safe Routes to School educational programs and infrastructure improvements is a responsibility shared among multiple staff.
- ☐ Promoting Safe Routes to School educational programs and infrastructure improvements is not a part of anyone's official job description, but at least one staff member has permission to help the business become bicycle-friendly during working hours.
- ☐ A citizen volunteer is appointed by the government to promote Safe Routes to School educational programs and infrastructure improvements.*
- ☐ Currently, no one is focused on Safe Routes to School educational programs and infrastructure improvements.

***F2A.** Provide contact information if different from applicant.

F3. How many government employees (including the Bicycle Program Manager and the Safe Routes to Schools Coordinator), expressed in full-time equivalents (FTE), work on bicycle issues in your community? NOTE: A person that spends 1/10 of their time on bicycle issues would be counted as 0.1 FTE. (# only)

F4. Does your local government provide any of the following professional development opportunities for employees who have bicycle-related responsibilities? Check all that apply.

- ☐ League Cycling Instructor (LCI) certification
- ☐ Association of Pedestrian and Bicycle Professionals (APBP) membership
- ☐ Other professional memberships/accreditations related to bicycles
- ☐ Attend bicycle-related webinars/trainings
- ☐ Attend bicycle-related conferences
- ☐ Present at bicycle-related webinars, trainings, or conferences
- ☐ None of the above

F5. Does your community have an officially-recognized Bicycle Advisory Committee?

- ☐ Yes*
- ☐ No

***F5A.** How often does the committee meet?

- ☐ Monthly or more frequently
- ☐ Every two months
- ☐ Quarterly
- ☐ Annually
- ☐ Irregularly

***F5B.** Provide contact information for the Bicycle Advisory Committee Chair.

F6. Does your local government have an internal equity, diversity, and inclusion (EDI) initiative, committee, or position?

- ☐ Yes*
- ☐ No

***F6A.** Provide the name and email address of the primary contact.

***F6B.** Please describe how, if at all, the EDI initiative, committee, or position supports equitable bike planning or outreach in the community.

» PLANNING, FUNDING, & IMPLEMENTATION

F7. Does your community have a comprehensive bicycle master plan or similar section in another document?

- ☐ Yes*
- ☐ No
- ☐ Plan is currently under development**

If yes:

***F7A.** What year was the plan adopted?

***F7B.** Provide a link to the plan.

***F7C.** Is there a dedicated budget for implementation of the plan?

- ☐ Yes***
- ☐ No

*****F7C1.** What is the designated annual budget? (If budget is not consistent annually, provide the annual average from the last 10 years or length of plan.) (# only)

*****F7C2.** List or describe funding source(s).

***F7D.** Does your plan include a goal to increase bicycle facilities?

- ☐ Yes*
- ☐ No

***F7D1.** Please list or describe these goals.

***F7E.** How have community planning staff reached out to minority, non-English speaking, and/or low-income communities to ensure that they are included in the decision-making process?

If Plan is currently under development:

****F7F.** Is there a planned budget for implementation of the plan?

- ☐ Yes***
- ☐ No

*****F7F1.** What is the planned annual budget? (# only)

****F7G.** How are community planning staff reaching out to minority, non-English speaking, and/or low-income communities to ensure that they are included in the decision-making process?

Existing questions that were modified after comparison to past Benchmarking Report questions are highlighted in GREEN.

F8. What other local agencies have a bicycle master plan or similar section in another transportation demand management document? Check all that apply.

- ☐ Transit agency
- ☐ School district
- ☐ Higher education institution(s)
- ☐ Hospital or medical center(s)
- ☐ Parks & Recreation
- ☐ Metropolitan Planning Organization
- ☐ Regional Planning Commission
- ☐ County/Borough/Parish
- ☐ None of the above

F9. Is community-wide bicycle planning integrated with planning for any of the following? Check all that apply.

- ☐ Transit stops
- ☐ Public & private schools (K-12)
- ☐ Higher education institutions
- ☐ Hospitals and medical centers
- ☐ Parks & recreation centers
- ☐ Subsidized or public housing
- ☐ None of the above

F10. What percentage of the community's total annual transportation budget – on average over the last five fiscal years – was invested in bicycle projects? (drop-down menu: “unknown” and 0-100% options)

F11. Is bicycle-related funding specifically allocated to underrepresented areas of your community? (E.g. low-income neighborhoods, etc.)

- ☐ Yes*
- ☐ No

***F11A.** Please describe.

F12. How many lane miles of planned bicycle facilities does your community expect to have installed in the next four years? (# only) Write “0” if there are no specific goals or plans for additional bicycle facilities to be installed in the next four years.

F13. How many lane miles of bicycle facilities has your community installed in the last two years? (# only) Write “o” if no new bicycle facilities have been installed in the last two years.

» EVALUATING RIDERSHIP

F14. How does your community collect information on bicycle usage? Check all that apply.

- ☐ Automated /electronic bicycle counters
- ☐ Regular statistically-valid community bicycle surveys
- ☐ Travel diaries
- ☐ Household travel surveys that include bicycle trips
- ☐ App-based or other opt-in electronic data collection (e.g. Strava, Zap, etc.)
- ☐ Regular manual counts of bicyclists on trails
- ☐ Regular manual counts of bicyclists on the road
- ☐ Regular counts of parked bicycles at transit stations (if applicable)
- ☐ Regular counts of parked bicycles at schools
- ☐ Regular counts of parked bicycles at other destinations (downtown business district, etc.)
- ☐ Manual counts that include demographic data collection (e.g. gender, race, age, etc.)
- ☐ Manual counts that specifically target traditionally underrepresented neighborhoods
- ☐ Cordon counts that include bicyclists
- ☐ Any other type of count that includes bicyclists
- ☐ None of the above

If the community has collected ridership data locally for any of the following categories, please provide up to one PDF or excel file for each category where ridership data are available: (file uploads only available through online application – additional files may be uploaded at the end of the application.)

F14A. Utilitarian ridership data collected locally (e.g. bicycle rides for commuting, running errands, transportation, etc.)

F14B. Recreational ridership data collected locally (e.g. rides solely for exercise or fun.)

F14C. Demographic ridership data collected locally (e.g. rider age, race, gender, etc.)

F14D. School ridership data collected locally (e.g. rides by or with K-12 or younger children – either riding on their own or being carried in a child seat, trailer, etc.)

F14e. Other ridership data (e.g. any other bicycle ridership data collected locally that doesn’t fall under the above categories.)

F15. Does your community establish target goals for bicycle use? (E.g. a certain level of bicycle mode share)

- ☐ Yes*
- ☐ No

***F15A.** Please list or describe these goals.

» EVALUATING THE BICYCLE NETWORK

F16. Does your community routinely conduct pre/post bicycle mode share evaluations of bicycle-related road projects?

- ☐ Yes
- ☐ No

F17. Which of the following mechanisms are in place for bicyclists to identify problem areas or hazards to traffic engineers, planners, and police? Check all that apply.

- ☐ Online reporting system (e.g. SeeClickFix)
- ☐ Mobile app
- ☐ Hotline
- ☐ Regular meeting
- ☐ Contact directly via call/voicemail/fax/email/text/social media
- ☐ None of the above

F18. How has your community conducted a network analysis to evaluate current conditions for bicyclists and identify significant infrastructure barriers to bicycling? Check all that apply.

- ☐ GIS-based network analysis
- ☐ Level of Traffic Stress analysis
- ☐ Bicycle Level of Service for roads
- ☐ Bicycle Level of Service for intersections
- ☐ Multimodal Level of Service
- ☐ None of the above

Existing questions that were modified after comparison to past Benchmarking Report questions are highlighted in GREEN.

» EVALUATION & PLANNING BONUS POINTS

F19. Besides the Bicycle Friendly Community program, what other national programs does your community participate in to improve for bicycling? Check all that apply.

- ☐ U.S. DOT Mayor's Challenge for Safer People and Safer Streets
- ☐ National League of Cities/Let's Move! Cities, Towns and Counties
- ☐ LEED® for Neighborhood Development
- ☐ NACTO Cities for Cycling
- ☐ None of the above

F20. Describe any other efforts by your community to evaluate and/or plan for bicycle ridership and/or networks. Use this space to expand on answers checked above, or to describe any additional evaluation & planning efforts that have not yet been covered.

Final Overview

G1. What are the top three reasons your community has made bicycling a priority? Click up to three.

- ☐ Improved quality of life
- ☐ Improving public health
- ☐ Community connectivity
- ☐ Provide affordable transportation options
- ☐ Reduce car-parking demands
- ☐ Climate change/environmental stewardship concerns
- ☐ Decrease traffic congestion
- ☐ Increase tourism
- ☐ Increase property values
- ☐ Cooperation with adjacent communities
- ☐ Public demand
- ☐ Economic development
- ☐ Support Smart Growth or other growth management goals
- ☐ Traffic and bicycle/pedestrian safety
- ☐ Meet local or state requirements
- ☐ None of the above

G2. Briefly describe the most positive outcome of your community's support for bicycling.

G3. Describe any improvements that have occurred for cycling in your community since your last application. (Write N/A if this is your first time applying.)

G4. What could be done differently in order to make bicycling safer, more enjoyable and/or more convenient in your community?

G5. What specific bicycle-related improvements are planned in the next 12 months that directly affect your community?

G6. We often get requests for example BFC applications from aspiring communities. Are you willing to share your application?

- ☐ Yes
- ☐ No

G7. How did you hear about the Bicycle Friendly Community program?

Supplementary Benchmarking Report City Survey

****These supplementary questions are only required if you are participating in the 2018 Bicycle & Walking Benchmarking Report (BMR) Project. Learn more at <https://bicyclefriendly.secure-platform.com/a/page/community/BMR>.

» (BMR) ENGINEERING

BM1. How many miles of public sidewalks are within your community? *Public sidewalks are paved paths within the roadway right-of-way that are designed for pedestrian use. Often, bicycling is not allowed and the pavement is less than 8 feet wide. Please answer in lane miles.*

Existing questions that were modified after comparison to past Benchmarking Report questions are highlighted in GREEN.

» (BMR) EDUCATION

BMR2. What percentage of your public and private schools (elementary, middle, and high) offer pedestrian safety education?

- ☐ 1-25%
- ☐ 26-50%
- ☐ 51-75%
- ☐ 76-100%

BMR3. Outside of schools, are pedestrian safety skills taught to children and youth by city-sponsored programming?

- ☐ Yes
- ☐ No

» (BMR) ENFORCEMENT & SAFETY

BMR4. What percentage of Emergency Medical Technicians or paramedics are regularly on bikes?

- ☐ None
- ☐ 1- 20%
- ☐ 21-50%
- ☐ More than 50%

BMR5. What percentage of patrol officers are regularly on foot?

- ☐ None
- ☐ 1- 20%
- ☐ 21-50%
- ☐ More than 50%

BMR6. What percentage of Emergency Medical Technicians or paramedics are regularly on foot?

- ☐ None
- ☐ 1- 20%
- ☐ 21-50%
- ☐ More than 50%

BMR7. Does your city require motorists to yield to pedestrians?

- ☐ Yes*
- ☐ No

***BMR7A.** If yes, what is the monetary penalty for a motorist who fails to yield to a pedestrian?

» (BMR) EVALUATION & PLANNING

BMR8. How many government employees (including the Pedestrian Program Manager and the Safe Routes to Schools Coordinator), expressed in full-time equivalents (FTE), work on pedestrian issues in your community?

NOTE: A person that spends 1/10 of their time on bicycle issues would be counted as 0.1 FTE. Please do not double count any employee time reported in Question F3 under BFC: Evaluation & Planning. (# only)

BMR9. How many lane miles of planned pedestrian facilities does your city expect to have installed in the next four years? (# only)

BMR10. How many lane miles of pedestrian facilities has your city installed in the last two years? (# only)

BMR11. Which of the following plans has your city adopted? Please include any bicycle master plans already mentioned in Question F3 under BFC: Evaluation & Planning. Check all that apply.

- ☐ A combined bicycle and pedestrian master plan
- ☐ A standalone bicycle master plan
- ☐ A standalone pedestrian master plan
- ☐ A trails master plan
- ☐ A mountain bike master plan
- ☐ None of the above

BMR12. Which of the following goals has your city published as part of any adopted plan? Check all that apply.

- ☐ Increase pedestrian facilities
- ☐ Increase bicycling facilities
- ☐ Increase walking
- ☐ Increase biking
- ☐ Increase physical activity
- ☐ Decrease pedestrian fatalities
- ☐ Decrease bicyclist fatalities
- ☐ Decrease pedestrian injuries
- ☐ Decrease bicyclist injuries
- ☐ None of the above / N/A - no plan

BMR13. Has your city adopted any of the above goals as part of any of the following plans? Check all that apply.

- ☐ A carbon emissions reduction plan
- ☐ A public health improvement plan
- ☐ A transportation congestion mitigation plan
- ☐ A public safety improvement plan
- ☐ None of the above

BMR14. What percentage of the community's total annual transportation budget – on average over the last five fiscal years – was invested in pedestrian projects?

If you are unable to differentiate between bicycle and pedestrian budgets, please include the total bike/ped budget in F10 under BFC: Evaluation & Planning, and enter "unknown" here.

(drop-down menu: "unknown" and 0-100% options)

BMR15. How does your community collect information on pedestrian trips? Check all that apply.

- ☐ Automated /electronic pedestrian counters
- ☐ Regular statistically-valid community pedestrian surveys
- ☐ Household travel surveys that include pedestrian trips
- ☐ Regular manual counts of pedestrians on trails
- ☐ Regular manual counts of pedestrians within roadway right-of-way (e.g. on sidewalks or shared space)
- ☐ Manual counts that include demographic data collection (e.g. gender, race, age, etc.)
- ☐ Manual counts that specifically target traditionally underrepresented neighborhoods
- ☐ App-based or other opt-in electronic data collection (e.g. Strava, Zap, etc.)
- ☐ Cordon counts that include pedestrians
- ☐ Any other type of count that includes pedestrians
- ☐ None of the above

» ALTERNATIVE MINIMUM BENCHMARKING SURVEY FOR CITIES

The alternative minimum benchmarking survey for cities was distributed to cities that did not complete any other survey in an attempt to update as much data as possible. Full or partial responses to this alternative minimum survey allowed the 2018 Benchmarking Report to provide updated data for 10 cities.

Bicycle & Pedestrian Infrastructure

1 » Please report the number of lane miles of protected bike lanes in your city (also called cycle tracks, separated bike lanes, or buffered bike lanes).

For the purpose of this question, protected bike lanes are bicycle-only lanes that are on or adjacent to the roadway, separated from motorized vehicles with a physical barrier, such as bollards, curb, raised pavement or painted buffer zone.

Lane miles are measured the total length and lane count of a protected bicycle facility. Lane miles are calculated by multiplying the centerline mileage of a bike lane by the number of lanes it has (e.g. a two-way cycletrack has two lanes).

2 » Please report the number of lane miles of unprotected bike lanes in your city.

For the purpose of this question, unprotected bike lanes are bicycle-only lanes that are on a roadway, designated with a painted stripe, next to motorized traffic lanes. They are not protected with a physical barrier or painted buffer zone.

3 » Please report the number of lane miles of public sidewalks in your city.

For the purpose of this question, public sidewalks are publicly owned paved paths within the roadway right-of-way (ROW) that are designed for pedestrian use. Usually, bicycling is not allowed*

4 » Please report the number of lane miles of paved public paths in your city.

For the purpose of this question, paved public paths are publicly owned paths outside the roadway right-of-way (ROW), open to both bicycling and walking, but closed to motorized vehicles.

City Budget for Biking & Walking

5 » Does your city have an overall bicycle and pedestrian spending target?

Yes/No/Other

6 » If your bicycle and pedestrian spending target is expressed as a percentage, what is the current target as a percentage (%) of the city's transportation budget?

7 » If your bicycle and pedestrian spending target is expressed as a dollar value, what is the current target as a dollar value?

8 » How much did your city budget for transportation programs overall in the last fiscal year?

9 » Please indicate the amount in dollars dedicated to bicycle and pedestrian programs in the last fiscal year.

10 » Please indicate the amount in dollars dedicated to other transportation programs (not including bicycle and pedestrian programs) in the last fiscal year.

11 » Please indicate the last fiscal year used to answer the two preceding questions.

12 » Expressed in Full-Time Equivalents (FTE), how many city employees and regularly hired contractors worked on bicycle and/or pedestrian issues as detailed in their job description in the last two years?

For the purpose of this question, a FTE is a person or combination of persons who works 2,000 hours over the course of a year (2,000 hours = 1 FTE). Safe Routes to School program work should be included as bicycle and pedestrian work.

City Goals & Plans

13 » Please indicate whether your city has adopted goals to do any of the following things through a publicly available document.

- Goal to increase bicycle facilities
- Goal to increase pedestrian fatalities

- Goal to increase bicycling (defined in trips, modeshare, or any other metric)
- Goal to increase walking (defined in trips, modeshare, or any other metric)
- Goal to increase physical activity (defined by any metric)
- Goal to decrease pedestrian fatalities
- Goal to decrease bicyclist fatalities

City Activities

14 » Please indicate whether any of the following education activities were available in your city in the past two years.

- Youth bicycle education
- Adult bicycle education
- Youth pedestrian education

15 » Was at least one Bike to Work Day event hosted in your city in the past two years?

Yes/No

16 » Did your city host an open streets initiative (also known as "ciclovía," "Sunday Streets," or "Saturday Parkways") in the past two years?

For the purpose of this question, an open streets initiative is a program that regularly closes one or more streets to motorized traffic and encourages pedestrian and bicyclist use of the street(s). Please do not include one-time events such as marathons, bike races, or festivals. Yes/No

Bikeshare

17 » Does your city currently have one or more public bike share program(s)?

For the purpose of this question, a public bike share program is a publicly or privately funded program that allows members of the general public to rent a bicycle that is allowed to be parked on public property or use such a bicycle through a membership in the program.

- Yes, my city has a public bike share program
- Yes, my city has more than one public bike share program
- No, my city does not have any public bike share program as described for this question

18 » How many bicycles are available to be rented by the public in your city at any given time?

For the purpose of this question, if your city has multiple public bike share programs then the total of all programs should be reported.

» DATA SOURCES USED FOR COMMUNITY SURVEY DATA

The 2018 Benchmarking Report is a continuation of the 5 editions of the Benchmarking Report that were published by the Alliance for Biking and Walking. In compiling data for the 6th edition, the League of American Bicyclists chose to include as much data as possible, even if a community did not provide a response to a survey distributed for the 2018 Benchmarking Report.

The table below describes the data sources used for providing data for all communities included in the Benchmarking Report. The most recent data available for any reported data was used. If you have questions about the data used, please contact Ken McLeod at ken@bikeleague.org.

COMMUNITY	DATA SOURCE(S) USED IN BENCHMARKING REPORT	LAST BICYCLE FRIENDLY COMMUNITY APPLICATION
Albany, New York	Older BMR data	Fall 2012
Albuquerque, New Mexico	Older BFC data	Fall 2016
Anchorage, Alaska	Older BFC data	Spring 2017
Arlington, Texas	Older BMR data	None
Atlanta, Georgia	BFC Application & Benchmarking Report Survey	None
Austin, Texas	Older BFC data	Fall 2015
Baltimore, Maryland	Older BFC data	Spring 2015
Baton Rouge, Louisiana	Older BMR data	Spring 2013
Bellingham, Washington	BFC Application & Benchmarking Report Survey	Fall 2012
Boston, Massachusetts	Minimum BMR Survey + 2016 BMR	Spring 2011
Boulder, Colorado	Older BMR data	Fall 2012
Burlington, Vermont	BFC Application & Benchmarking Report Survey	Fall 2011
Charleston, South Carolina	Older BMR data	Fall 2010
Charlotte, North Carolina	Older BFC data	Fall 2016
Chattanooga, Tennessee	Older BMR data	Fall 2014
Chicago, Illinois	Older BFC data	Spring 2015
Cleveland, Ohio	Older BFC data	Fall 2016
Colorado Springs, Colorado	Older BFC data	Spring 2017
Columbus, Ohio	Older BMR data	Fall 2013
Dallas, Texas	Older BMR data	None
Davis, California	Older BFC data	Spring 2016
Denver, Colorado	BFC Application & Benchmarking Report Survey	Spring 2015
Detroit, Michigan	Older BMR data (2014)	Spring 2012
El Paso, Texas	Older BMR data	Fall 2014

COMMUNITY	DATA SOURCE(S) USED IN BENCHMARKING REPORT	LAST BICYCLE FRIENDLY COMMUNITY APPLICATION
Eugene, Oregon	Older BMR data	Fall 2013
Fort Collins, Colorado	Older BFC data	Spring 2017
Fort Worth, Texas	BFC Application & Benchmarking Report Survey	Fall 2013
Fresno, California	Older BFC data	Fall 2015
Houston, Texas	BFC Application & Benchmarking Report Survey	Fall 2013
Indianapolis, Indiana	Older BMR data	Spring 2013
Jacksonville, Florida	BFC Application & Benchmarking Report Survey	Fall 2010
Kansas City, Missouri	Minimum BMR Survey + Older BFC	Fall 2016
Las Vegas, Nevada	BFC Application & Benchmarking Report Survey (plus older BFC)	Spring 2014
Long Beach, California	Minimum BMR Survey + Older BFC	Spring 2017
Los Angeles, California	Older BFC data	Spring 2017
Louisville, Kentucky	BFC Application & Benchmarking Report Survey	Spring 2015
Madison, Wisconsin	BFC Application & Benchmarking Report Survey	Fall 2015
Memphis, Tennessee	Older BFC data	Spring 2015
Mesa, Arizona	BFC Application & Benchmarking Report Survey	Fall 2015
Miami, Florida	Older BFC data	Fall 2016
Milwaukee, Wisconsin	Older BMR data	Fall 2014
Minneapolis, Minnesota	Older BFC data	Fall 2015
Missoula, Montana	Older BFC data	Fall 2016
Nashville, Tennessee	Older BFC data	Spring 2015
New Orleans, Louisiana	Minimum BMR Survey + 2016 BMR	Fall 2014
New York, New York	Older BMR data	Spring 2014
Oakland, California	BFC Application & Benchmarking Report Survey	Fall 2014
Oklahoma City, Oklahoma	Minimum BMR Survey + 2016 BMR	Fall 2014
Omaha, Nebraska	BFC Application & Benchmarking Report Survey (plus older BFC)	Fall 2015
Philadelphia, Pennsylvania	BFC Application & Benchmarking Report Survey	Fall 2016
Phoenix, Arizona	Minimum BMR Survey + 2016 BMR	Fall 2014
Pittsburgh, Pennsylvania	Minimum BMR Survey + 2016 BMR	Spring 2014
Portland, Oregon	BFC Application & Benchmarking Report Survey (plus older BFC)	Fall 2017
Raleigh, North Carolina	Minimum BMR Survey + Older BFC	Fall 2015
Sacramento, California	BFC Application & Benchmarking Report Survey	Spring 2016
Salt Lake City, Utah	BFC Application & Benchmarking Report Survey	Spring 2015
San Antonio, Texas	Minimum BMR Survey + 2016 BMR	Fall 2014
San Diego, California	BFC Application & Benchmarking Report Survey	Fall 2015
San Francisco, California	Minimum BMR Survey + Older BFC	Fall 2016
San Jose, California	Older BMR data	Spring 2013
Seattle, Washington	Older BMR data	Fall 2014
Spokane, Washington	Older BMR data	Fall 2014
St. Louis, Missouri	Older BFC data	Spring 2017
Tucson, Arizona	BFC Application & Benchmarking Report Survey	Spring 2016
Tulsa, Oklahoma	BFC Application & Benchmarking Report Survey	Spring 2009
Honolulu, Hawaii	Minimum BMR Survey + 2016 BMR	Fall 2014
Virginia Beach, Virginia	Older BFC data	Fall 2015
Washington, District of Columbia	BFC Application & Benchmarking Report Survey	Spring 2011
Wichita, Kansas	BFC Application & Benchmarking Report Survey	Fall 2016

» ADDITIONAL DATA ON BIKESHARE IN COMMUNITIES

In recent years bikeshare has been a very dynamic industry. To ensure that the Benchmarking Report could continue to provide useful information on communities with bikeshare systems, the Benchmarking team searched for bikeshare in each community, but did not include private dockless systems.

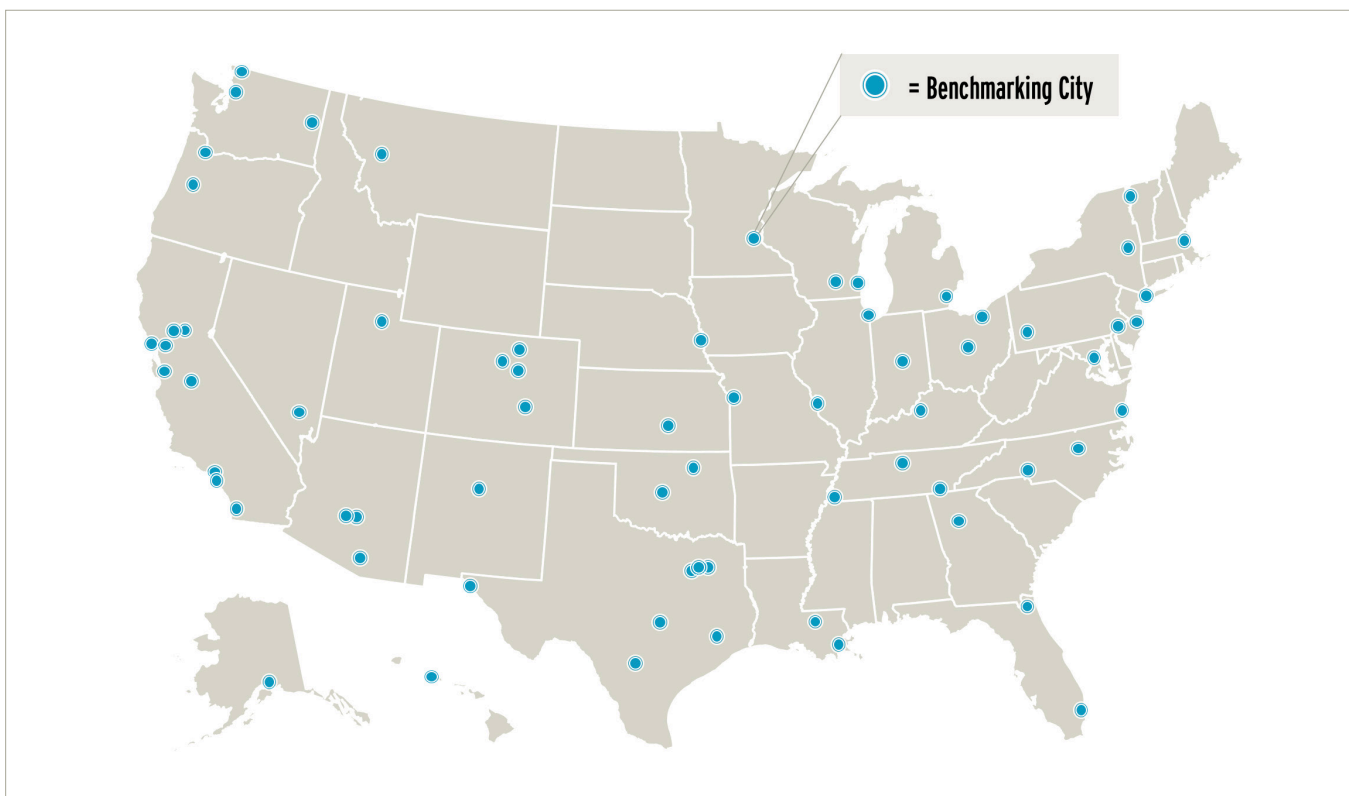
COMMUNITY	STATE	CITY SIZE	BIKESHARE SYSTEM NAME	BIKESHARE WEBSITE
Albuquerque	NM	Large	Pace Bike Share	http://zagster.com/abq/
Arlington	TX	Large	Private Dockless only	
Atlanta	GA	Large	Relay Bike Share	http://relaybikeshare.com/
Austin TX	TX	Large	Austin B-cycle	https://austinbcycle.com/about/stats-facts
Baltimore	MD	Large	Baltimore Bike Share	https://www.bmorebikeshare.com/
Boston	MA	Large	Hubway	https://www.thehubway.com/
Charlotte	NC	Large	Charlotte B-cycle	https://charlotte.bcycle.com/
Chicago	IL	Large	Divvy	https://www.divvybikes.com/
Cleveland	OH	Large	UHBikes	http://uhbikes.com/
Colorado Springs	CO	Large	PikeRide (launching 2018)	https://downtowncs.com/getting-around/bikeshare/
Columbus OH	OH	Large	CoGo Bike Share	https://www.cogobikeshare.com/
Dallas	TX	Large	Private Dockless only	
Denver	CO	Large	Denver B-cycle	
Detroit	MI	Large	MoGo	https://mogodetroit.org/
El Paso	TX	Large	SunCycle B-cycle	https://elpaso.bcycle.com/
Fort Worth	TX	Large	Fort Worth Bike Sharing	https://fortworth.bcycle.com/
Fresno	CA	Large		
Houston	TX	Large	Houston B-Cycle	https://houston.bcycle.com/
Indianapolis	IN	Large	Indiana Pacers Bike Share	https://www.pacersbikeshare.org/
Jacksonville	FL	Large	Swarm	http://www.swarmbikes.com/
Kansas City	MO	Large	Kansas City B-cycle	https://kansascity.bcycle.com/
Las Vegas	NV	Large	RTC Bike Share	https://bikeshare.rtcnv.com/
Long Beach	CA	Large	Long Beach Bike Share	https://www.longbeachbikeshare.com/
Los Angeles	CA	Large	Metro Bike Share	https://bikeshare.metro.net/
Louisville	KY	Large	LouVelo	https://louvelo.com/
Memphis	TN	Large	Explore Bike Share	https://explorebikeshare.bcycle.com/
Mesa	AZ	Large	Grid Bike Share	http://gridbikes.com/
Miami	FL	Large	Citi Bike	http://citibikemiami.com/
Milwaukee	WI	Large	Bublr Bikes	https://bublrbikes.org/

COMMUNITY	STATE	CITY SIZE	BIKESHARE SYSTEM NAME	BIKESHARE WEBSITE
Minneapolis	MN	Large	Nice Ride	https://www.niceridemn.org/
Nashville	TN	Large	Nashville B-cycle	https://nashville.bcycle.com/
New York City	NY	Large	Citi Bike	https://www.citibikenyc.com/
Oakland	CA	Large	Ford GoBike	http://www2.oaklandnet.com/government/o/PWA/s/BicycleandPedestrianProgram/BikeShare/index.htm
Oklahoma City	OK	Large	Spokies	http://spokiesokc.com/
Omaha	NE	Large	Heartland B-cycle	https://heartland.bcycle.com/
Philadelphia	PA	Large	Indego Bike Share	https://www.rideindego.com/
Phoenix AZ	AZ	Large	Grid Bike Share	http://gridbikes.com/
Portland OR	OR	Large	Biketown	https://www.biketownpdx.com/
Raleigh	NC	Large	Planned	https://dtraleigh.com/2017/12/latest-update-on-raleigh-bikeshare-plans-for-may-2018-launch/
Sacramento	CA	Large	Tower Bridge Bike Share (name likely to change)	https://www.bikethetower.com/
San Antonio	TX	Large	Swell Cycle	https://sanantonio.bcycle.com/
San Diego	CA	Large	Discover Bike	http://www.discoverbikesandiego.com/
San Francisco	CA	Large	Ford GoBike	https://www.fordgobike.com/
San Jose	CA	Large	Ford GoBike	https://www.fordgobike.com/
Seattle	WA	Large	Private Dockless only	
Tucson	AZ	Large	Tugo Bike Share	https://tugobikeshare.com/
Tulsa	OK	Large	Tulsa Bike Share	http://www.tulsaworld.com/news/government/city-s-new-bike-share-program-to-begin-with-stations/article_63bb233a-9610-5519-b6ce-76b73e4b45a9.html
Virginia Beach	VA	Large		
Washington DC	DC	Large	Capital Bikeshare	https://www.capitalbikeshare.com/
Wichita	KS	Large	Bike Share ICT	http://bikeshareict.com/
Albany NY	NY	Other	CDPHP Cycle	https://cdphpcycle.com/
Anchorage	AK	Other		
Baton Rouge	LA	Other	Some planning	http://www.braf.org/bikeshare/
Bellingham	WA	Other	Launching in 2018	
Boulder	CO	Other	Boulder B-cycle	https://boulder.bcycle.com/
Burlington	VT	Other	Greenride BikeShare	https://catmavt.org/bikeshare
Charleston	SC	Other	Holy Spokes	https://charlestonbikeshare.com/
Chattanooga	TN	Other	Chattanooga Bicycle Transit System	https://bikechattanooga.com/
Davis	CA	Other	JUMP	http://www.davisvanguard.org/2018/03/bike-share-davis-not-everyone/
Eugene	OR	Other	PeaceHealth Rides	https://peacehealthrides.com/
Fort Collins	CO	Other	Fort Collins Bike Share	http://bikefortcollins.org/programs/bike-share
Madison WI	WI	Other	Madison Bcycle	https://madison.bcycle.com/
Missoula	MT	Other	Dasani Blue Bikes	http://www.ci.missoula.mt.us/1096/Dasani-Blue-Bikes
New Orleans	LA	Other	Blue Bikes	https://bluebikesnola.com/
Pittsburgh	PA	Other	Healthy Ride	http://pghbikeshare.org/
Salt Lake City	UT	Other	GREENbike Salt Lake City Bike Share	https://greenbikeslc.org/
Spokane	WA	Other	Planned	
St. Louis	MO	Other	St. Louis Bike Share	http://www.stlbikeshare.org/
Honolulu	HI	Other	Biki	https://gobiki.org/

» POPULATIONS OF THE FIFTY MOST POPULOUS U.S. CITIES

The 50 most-populous cities in the U.S. are determined by using the most recent population estimates for urban areas as provided by the 2016 American Community Survey (ACS). Place data are collected for population from ACS 5-year estimates. With populations changing, two cities (Tulsa, OK, and Wichita, KS) have been added to the original 50 most-populous cities included in earlier reports. Tulsa was added to the 2012 *Benchmarking Report* when New Orleans' population dropped. Wichita was added to the 2014 *Benchmarking Report* when Honolulu's population dropped. Though New Orleans and Honolulu are no longer within the 50 most-populous cities, they are included to provide consistency and to take advantage of the already collected data.

The year of each cities BFC application, if applicable, has been included in order to show the current relationship between the League and the cities within the scope of the Benchmarking Report.



POPULATION RANK	LAST BFC APP	COMMUNITY	STATE	POPULATION ESTIMATE
1	2014	New York City	NY	8,426,743
2	2017	Los Angeles	CA	3,900,794
3	2015	Chicago	IL	2,717,534
4	2013	Houston	TX	2,217,706
5	2016	Philadelphia	PA	1,555,072
6	2014	Phoenix	AZ	1,514,208
7	2014	San Antonio	TX	1,413,881
8	2015	San Diego	CA	1,359,791
9	None	Dallas	TX	1,260,688
10	2013	San Jose	CA	1,000,860
11	2015	Austin	TX	887,061
12	2010	Jacksonville	FL	846,951
13	2013	Indianapolis	IN	841,449
14	2016	San Francisco	CA	840,763
15	2013	Columbus	OH	824,663
16	2013	Fort Worth	TX	796,614
17	2016	Charlotte	NC	792,137
18	2012	Detroit	MI	690,074
19	2014	El Paso	TX	676,325
20	2015	Memphis	TN	657,167
21	2014	Seattle	WA	653,017
22	2011	Boston	MA	650,281
23	2015	Denver	CO	649,654
24	2011	Washington	DC	647,484
25	2015	Nashville	TN	634,512
26	2015	Baltimore	MD	622,454
27	2013	Portland	OR	612,206
28	2014	Oklahoma City	OK	610,672
29	2015	Louisville	KY	608,732
30	2014	Las Vegas	NV	605,097
31	2014	Milwaukee	WI	599,498
32	2016	Albuquerque	NM	556,092
33	2016	Tucson	AZ	528,374
34	2015	Fresno	CA	510,451
35	2016	Sacramento	CA	480,566
36	2017	Long Beach	CA	470,237
37	2016	Kansas City	MO	467,990
38	2015	Mesa	AZ	458,860
39	None	Atlanta	GA	448,901
40	2015	Virginia Beach	VA	448,290
41	2017	Colorado Springs	CO	442,040
42	2015	Omaha	NE	440,034
43	2015	Raleigh	NC	432,520
44	2016	Miami	FL	424,632
45	2014	Oakland	CA	408,073
46	2015	Minneapolis	MN	399,950
47	2009	Tulsa	OK	398,082
48	2016	Cleveland	OH	390,584
49	2016	Wichita	KS	387,147
50	None	Arlington	TX	379,716

» POPULATIONS OF ADDITIONAL MID-AND-SMALL SIZED CITIES

LAST BFC APP	COMMUNITY	STATE	POPULATION ESTIMATE
2012	Albany	NY	98,468
2017	Anchorage	AK	299,107
2013	Baton Rouge	LA	229,186
2012	Bellingham	WA	82,944
2012	Boulder	CO	103,919
2011	Burlington	VT	42,570
2010	Charleston	SC	127,694
2014	Chattanooga	TN	174,483
2016	Davis	CA	66,510
2013	Eugene	OR	159,615
2017	Fort Collins	CO	153,292
2014	Honolulu	HI	347,973
2015	Madison	WI	243,122
2016	Missoula	MT	69,190
2014	New Orleans	LA	376,738
2014	Pittsburgh	PA	305,928
2015	Salt Lake City	UT	190,679
2014	Spokane	WA	210,695
2017	St. Louis	MO	317,850

» OVERVIEW OF DATA SOURCES

The following table includes descriptions of the data sources used to compare cities and states in the *2016 Benchmarking Report*. All datasets listed below were accessed to update data as available for comparison in the *2018 Benchmarking Report*.

ABBREVIATION	DESCRIPTION	METHOD OF DATA COLLECTION	FREQUENCY OF DATA COLLECTION	LAST DATE AVAILABLE
ACS	American Community Survey (ACS): a survey conducted by the US Census Bureau that collects year-round data and releases new data annually	Every year over 3.5 million households are contacted and respond by internet, mail, telephone, or live in-person interview. More information is available at https://www.census.gov/programs-surveys/acs/about.html	Continuous	2016 (as of writing)
BRFSS	Behavioral Risk Factor Surveillance System (BRFSS): from Centers for Disease Control and Prevention (CDC); statewide health information	Telephone health survey. More information is available at https://www.cdc.gov/brfss/about/index.htm	Continuous	2016, last date available may vary by topic
BTS	Bureau of Transportation Statistics (BTS): State Transportation Statistics 2015	A statistical profile of transportation as reported by the 50 states and the District of Columbia. More information is available at https://www.bts.gov/bts-publications/state-transportation-statistics/state-transportation-statistics-2015	Yearly	2015
CEN	Decennial Census (CEN): from the U.S. Census Bureau	The goal of the decennial census is to count everyone once, only once, and in the right place. A variety of methods are used to ensure this goal is met. More information is available at: https://www.census.gov/programs-surveys/decennial-census/about.html	Every 10 years	2010
FARS	Fatality Analysis Reporting System (FARS): a nationwide census of fatal motor vehicle crashes compiled by the National Highway Traffic Safety Administration (NHTSA)	FARS analyst from each state collects data from governments within each state. Fatalities included in FARS must involve a motor vehicle traveling on a public way and result in a death within 30 days of the crash. More information is available at: https://www.nhtsa.gov/research-data/fatality-analysis-reporting-system-fars	Yearly	2016
FMIS	Fiscal Management Information System (FMIS): from the Federal Highway Administration (FHWA)	Staff at FHWA Division Offices and state Departments of Transportation enter information into FMIS according to their level of project approval authority. Projects are coded as they are obligated and most projects are coded based on project segments rather than tracked for the entire project. More information is available at: https://www.gao.gov/assets/670/666442.pdf	Continuous	2017

ABBREVIATION	DESCRIPTION	METHOD OF DATA COLLECTION	FREQUENCY OF DATA COLLECTION	LAST DATE AVAILABLE
GHSA	Governors Highway Safety Association (GHSA): tracks laws related to behavioral safety such as distracted driving and automated enforcement	Data are collected from State Highway Safety Offices, and other organizations such as the Insurance Institute for Highway Safety and National Conference of State Legislatures, and compiled by GHSA. More information is available at: https://www.ghsa.org/state-laws/issues	Continuous	2018
BFA	Bicycle Friendly America (BFA): from the League of American Bicyclists tracks efforts by states (BFS), communities (BFC), businesses (BFB), and universities (BFU) through BFA programs for each entity.	Online surveys are sent to states. Online applications are available to any community, business, or university interested in participating. More information is available at: http://bikeleague.org/bfa	Varies by program	2018
NCSRTS	National Center for Safe Routes to School (NCSRTS): Walk to School Day Participation is tracked through the "Who's Biking" website.	Schools can register their school as participating in Walk to School Day by completing an online form. More information is available at: http://www.walkbiketoschool.org/registration/whosbiking.php	Continuous	2018
NCSC	National Complete Streets Coalition (NCSC): tracks Complete Streets policies through its Complete Streets Policy Inventory	Monitors adoption of policies through its network, media, and other sources. More information is available at: https://smartgrowthamerica.org/program/national-complete-streets-coalition/policy-development/policy-atlas/	Continuous	2018
NHTS	National Household Travel Survey (NHTS): a national survey conducted by FHWA, the NHTS is "the authoritative source on the travel behavior of the American public.... It includes daily non-commercial travel by all modes."	The NHTS in 2017 used address-based sampling to obtain survey respondents and collected survey data by phone, paper, and web. The survey documents travel behavior for all members of 129,969 households as collected from April 2016 to April 2017. More information is available at: https://nhts.ornl.gov/	Every 5-7 years since 1969	2017
RTC	Rails-to-Trails Conservancy (RTC): tracks current information about the trails movement and rail-trail use at the national and state level	Monitors rail trails through media, interviews with trail managers, and its network. More information is available at: https://www.railstotrails.org/our-work/united-states/	"Periodically"	2018
SRTSNP	Safe Routes to School National Partnership (SRTSNP): monitors and collects benchmarking data on the national Safe Routes to School program and produces biennial state report cards	Secondary data collection from the Federal Highway Administration and other sources. More information is available at: https://www.saferoutespartnership.org/resources/2016-state-report-map	Biennial	2018
WISQARS	Web-based Injury Statistics Query and Reporting System (WISQARS): from the Center of Disease Control and Prevention's online database that provides fatal and nonfatal injury, violent death, and cost of injury data.	Data are collected from a variety of other sources including the National Vital Statistics System (NVSS), National Electronic Injury Surveillance System - All Injury program (NEISS-AIP), National Violent Death Reporting System (NVDRS), and U.S. Census Bureau. More information is available at: https://www.cdc.gov/injury/wisqars/dataandstats.html	Yearly	2016

» NATIONAL DATA SOURCES ON BIKING & WALKING

American Community Survey

The American Community Survey (ACS) is an ongoing survey facilitated by the U.S. Census Bureau, which gathers social, economic, housing, and demographic data of U.S. households, including commuter modes of transportation. The ACS differs from the Census in that ACS data are collected annually, throughout the year. The Census, on the other hand, is conducted only once per decade on one day in April.

Biking and walking commute ACS data presented in the Benchmarking Report is based on one question included in the ACS that asks: “How did this person usually get to work LAST WEEK? If this person usually used more than one method of transportation during the trip, mark (X) the box of the one used for most of the distance.” Respondents can indicate “bicycle” or “walked.”¹

There are several reasons to be hesitant to only rely on ACS data to understand the prevalence of biking and walking in any community, including:

- The time of year travel data are collected likely influences reported biking and walking trips;

- The survey only addresses commuter trips, which significantly limits generalizations regarding biking and walking trips for other purposes; and
- Respondents are asked to report only the primary mode of transportation, omitting more detailed information regarding multimodal trips, such as walking to a bus stop.

Communities and states could consider supplementing ACS data with other forms of data collection to better understand issues such as seasonal variation in biking and walking, non-commute trips, and multimodal trips.

Approximately 3.5 million households participate in the ACS survey every year. Data are released annually as 1-year and 5-year rolling estimates and are available online at <http://www.census.gov/acs> and <http://factfinder.census.gov>.

Past Benchmarking Reports used 3-year estimates to balance precision and currency of data.² In 2015, the 3-year estimate program was eliminated due to funding constraints.³

¹ Brian McKenzie. U.S. Census Bureau. *Modes Less Traveled – Bicycling and Walking to Work in the United States: 2008-2012* (2014). Available at <https://www.census.gov/prod/2014pubs/acs-25.pdf>.

² U.S. Census Bureau. *When to Use 1-year, 3-year, or 5-year Estimates* (Last Revised: September 6, 2018). Available at <https://www.census.gov/programs-surveys/acs/guidance/estimates.html>.

³ Economic Development Association of Minnesota. *ACS 3-Year Data Product Eliminated — You Can Help* (March-April 2015). Available at http://www.edam.org/mpage/dev_2015_Mar_Apr_09.

National Household Travel Survey

The National Household Travel Survey (NHTS) is a national survey conducted by the U.S. Department of Transportation every five to seven years. The survey collects data on transportation patterns in the United States including trip mode, purpose, distance and duration for a given 24-hour period. The survey is conducted by telephone and in 2009 approximately 150,000 landlines were randomly selected to participate. States and MPOs have the option to purchase an add-on of additional household travel samples. In 2009, fourteen states purchased increased sample sizes, increasing their samples by between 1,200 and 20,000 depending on the state. The larger samples are useful in providing a more accurate description of travel behavior for specific geographic areas and assists in more detailed local planning and transportation forecasting efforts.

Data compiled by the Federal Highway Administration (FHWA) are available online at <http://nhts.ornl.gov>.

National Bicycle & Pedestrian Documentation Project

The National Bicycle and Pedestrian Documentation Project (NBPD) is a joint effort by Alta Planning + Design and the Institute of Transportation Engineers (ITE). The project aims to establish a consistent methodology for conducting bicycle and pedestrian counts and to establish a national database for these data to better estimate existing and future bicycle and pedestrian demand. Any community using Eco-Counter technology can submit their data to the project for a free summary report. For guidelines on conducting counts and submitting data to the project, visit <http://bikepeddocumentation.org>.

Walk Score, Bike Score, & Transit Score

Walk Score was created to promote walkable neighborhoods and has since expanded to creating scores for biking and taking transit. Recently acquired by real estate website, Redfin, Walk Score aims to have a score included with every real estate listing to help potential buyers evaluate walkability and transportation options in locations where they might want to live. Though scoring varies by the mode, scores can be described everything from as a walker/ rider/ biker's paradise to somewhat walkable/ some transit/ bikeable, or as car-dependent for Walk Score. For example, a Walk Score of 92 would be described as a Walker's Paradise.

Walk Score analyzes walking routes based on nearby amenities. Amenities within a 5-minute walk (typically 0.25 miles) are scored with maximum points. More distant amenities score lower points, with no points after a 30-minute walk. Walk Score does account for some walkability measures, such as analyzing population density, block length, and intersection density, but has been noted for not being able to account for all elements of the pedestrian environment, such as noting safe walking routes with sidewalks or the size of the roads being crossed (e.g., two lane road versus a four lane arterial).

Transit Score is based on data released by local public transportation agencies. Scoring is assigned based on the frequency, type of transit, and distance to the stops from the mapped location.

Bike Score is dependent on four equally weighted factors: bike lanes; hills; destinations and road connectivity; and bike commuting mode share.

To access these three scoring tools, please visit www.walkscore.com.



FIND YOUR ANGLE QUESTIONNAIRES

Questions Given to Find Your Angle Featured individuals

1. Why do you believe biking and walking are important?
2. What are the key aspects of biking and walking that your work impacts?
3. Are you familiar with past Benchmarking Reports?
4. If so, how have you used the Benchmarking Report or its data in your work?
5. If not, how do you measure success or progress in your work?
6. What, if any, data related to biking and walking have you looked for and been unable to find?
7. What is the message you give about biking and walking as modes of transportation?
8. Is your message different depending on who you are talking to? How?
9. Does your message depend on data? If so, why? If not, what does your message rely on?

Questions Given to Congresswoman Matsui

1. You have been the champion for Complete Streets and safe streets legislation, why is this issue important to you?
2. What impact do you hope Complete Streets policies have on bicycling and walking?
3. What role do you believe biking and walking play in our transportation system?
4. What is the message you give about biking and walking as modes of transportation?
5. Is your message different depending on who you are talking to? How?
6. Does your message depend on data? If so, why? If not, what does your message rely on?



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THE LEAGUE OF AMERICAN BICYCLISTS was founded in 1880 as a membership organization for bicyclists. Today, the League brings people together to promote communities that are safer, stronger and better connected through bicycling and walking.

THE BENCHMARKING REPORT was started by the Alliance for Biking and Walking, which helped grow the community of organizations involved in bicycling and walking issues. The League is proud to continue the work of the Alliance for Biking and Walking by presenting its Sixth Edition.

This report is intended to be a guide to publicly available data on bicycling and walking, and the public policy that supports creating a healthy, active America through bicycling and walking. We hope you enjoy the data and discussions in this report.

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