SECTION II: STATES

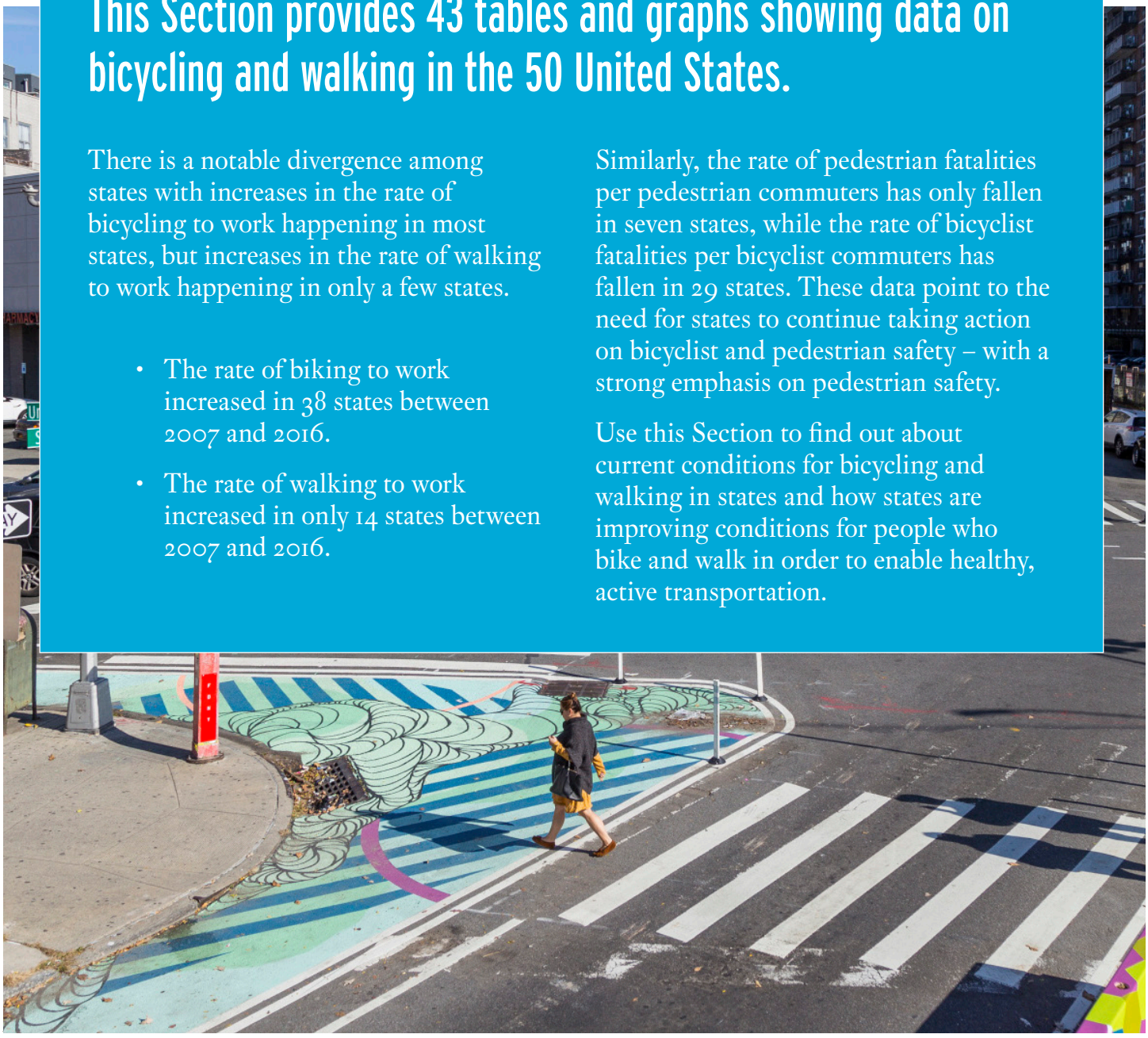
This Section provides 43 tables and graphs showing data on bicycling and walking in the 50 United States.

There is a notable divergence among states with increases in the rate of bicycling to work happening in most states, but increases in the rate of walking to work happening in only a few states.

- The rate of biking to work increased in 38 states between 2007 and 2016.
- The rate of walking to work increased in only 14 states between 2007 and 2016.

Similarly, the rate of pedestrian fatalities per pedestrian commuters has only fallen in seven states, while the rate of bicyclist fatalities per bicyclist commuters has fallen in 29 states. These data point to the need for states to continue taking action on bicyclist and pedestrian safety – with a strong emphasis on pedestrian safety.

Use this Section to find out about current conditions for bicycling and walking in states and how states are improving conditions for people who bike and walk in order to enable healthy, active transportation.



2.1 - STATES IN CONTEXT:

INFLUENCES ON BIKING & WALKING

This section – States in Context: Influences on Biking and Walking – compiled contextual information that may be helpful as you look for potential explanations of differences between states in data related to bicycling or walking found elsewhere in this chapter.

Many of the contextual data were chosen because of studies showing a correlation between that data and rates of bicycling and walking. An example of this is population density which the 2014 Benchmarking Report explored. [1]

Other contextual data were chosen because of the importance of better understanding demographic or other structural differences between states. An example of this is state general revenue per capita which may provide insight to the relative resources of a state government but is not directly tied to biking or walking-related issues.

This type of contextual data was first compiled in the 2016 Benchmarking Report.

The following definitions may be useful:

- People of Color means all people who are not reported as "White alone, not Hispanic or Latino" by the Census Bureau. White alone, not Hispanic or Latino are individuals who responded "No, not Spanish/Hispanic/Latino" and who reported "White" as their only entry in the race question. [2]
- Poverty means persons who individually or in a household have an income that is equivalent to the federal poverty level or less. The federal poverty level is set by the Department of Health and Human Services each year to determine eligibility for a variety of federal programs, such as Medicaid. When the report refers to low-income persons, low-income means workers making 150% of the federal poverty level or less. In 2018, the federal poverty level for an individual was $12,410 and for a family of 4 was $25,100. [3]

Bike to Work Day, photo courtesy of St. Luke's McCall Medical Center

Urban Area [4], Population Density [5], & State Revenue per Capita [6]

FIGURE 2.1.1 - URBAN AREA, POPULATION DENSITY, & STATE REVENUE PER CAPITA [++]

STATES	% OF URBAN LAND
New Jersey	39.7%
Rhode Island	38.8%
Massachusetts	38.3%
Connecticut	37.7%
Delaware	20.9%
Maryland	20.7%
Florida	13.8%
Ohio	10.8%
Pennsylvania	10.5%
North Carolina	9.5%
New York	8.7%
Georgia	8.3%
South Carolina	7.9%
Average of all States	7.4%
New Hampshire	7.2%
Illinois	7.1%
Indiana	7.0%
Tennessee	7.0%
Virginia	6.7%
Michigan	6.4%
Hawaii	6.1%
California	5.3%
Louisiana	4.6%
Alabama	4.4%
Washington	3.6%
Kentucky	3.6%
Wisconsin	3.5%
Texas	3.3%
Missouri	3.0%
West Virginia	2.7%
Mississippi	2.4%
Minnesota	2.1%
Arkansas	2.1%
Arizona	1.9%
Oklahoma	1.9%
Iowa	1.7%
Vermont	1.7%
Colorado	1.5%
Kansas	1.2%
Maine	1.2%
Oregon	1.2%
Utah	1.1%
Nevada	0.7%
Nebraska	0.7%
New Mexico	0.7%
Idaho	0.6%
South Dakota	0.3%
North Dakota	0.3%
Montana	0.2%
Wyoming	0.2%
Alaska	0.0%

STATES	POP. DENSITY
New Jersey	1,025.4
Rhode Island	683.8
Massachusetts	645.4
Connecticut	645.2
Maryland	485.0
Delaware	382.5
New York	361.9
Florida	313.5
Pennsylvania	277.6
Ohio	259.1
California	239.8
Illinois	221.0
Virginia	196.7
North Carolina	188.5
Indiana	182.1
Georgia	173.5
Average of All States	169.3
Tennessee	157.8
South Carolina	154.9
New Hampshire	142.8
Hawaii	130.7
Kentucky	109.8
Texas	103.7
Michigan	102.7
Washington	102.2
Alabama	92.8
Louisiana	89.4
Wisconsin	88.2
Missouri	87.4
West Virginia	75.6
Vermont	65.0
Minnesota	63.5
Mississippi	61.7
Arizona	60.8
Arkansas	56.2
Oklahoma	56.1
Iowa	55.7
Colorado	53.2
Oregon	41.6
Maine	37.6
Utah	35.9
Kansas	35.3
Nevada	26.6
Nebraska	24.7
Idaho	20.1
New Mexico	17.1
South Dakota	11.2
North Dakota	10.7
Montana	7.1
Wyoming	6.0
Alaska	1.1

STATES	GENERAL GOV'T REVENUE
Wyoming	$15.40
North Dakota	$14.61
New York	$14.50
Alaska	$13.93
Vermont	$11.20
Connecticut	$10.97
New Jersey	$10.69
California	$10.68
Massachusetts	$10.66
Hawaii	$10.60
New Mexico	$10.35
Minnesota	$10.25
Rhode Island	$9.98
Maryland	$9.86
Oregon	$9.84
Iowa	$9.75
Delaware	$9.62
Washington	$9.16
Illinois	$9.15
Average of All States	$9.02
Nebraska	$9.01
Colorado	$8.98
West Virginia	$8.96
Pennsylvania	$8.93
Ohio	$8.69
Maine	$8.67
Mississippi	$8.61
Michigan	$8.45
Kansas	$8.40
Wisconsin	$8.35
Montana	$8.35
Virginia	$8.15
Louisiana	$8.09
New Hampshire	$7.99
Kentucky	$7.92
Arkansas	$7.91
South Carolina	$7.88
Indiana	$7.80
Oklahoma	$7.70
North Carolina	$7.68
South Dakota	$7.58
Alabama	$7.55
Texas	$7.53
Utah	$7.35
Missouri	$7.30
Nevada	$7.11
Florida	$6.98
Arizona	$6.72
Idaho	$6.69
Tennessee	$6.62
Georgia	$6.52

= Higher values = Lower values = Average of all states (not weighted)

Demographics: People of Color[7], Poverty[8], & Age[9]

FIGURE 2.1.2 - DEMOGRAPHICS: PEOPLE OF COLOR, POVERTY, & AGE ++

STATES	% OF POP. = PPL OF COLOR (NON-WHITE)
Hawaii	75.0%
Maryland	42.8%
Mississippi	41.0%
Georgia	40.2%
California	38.7%
Louisiana	37.4%
New York	35.7%
Alaska	34.4%
South Carolina	32.7%
Nevada	31.9%
New Jersey	31.9%
Alabama	31.3%
Virginia	31.3%
Delaware	30.8%
North Carolina	30.8%
Illinois	27.9%
Oklahoma	27.1%
New Mexico	26.5%
Texas	25.2%
Florida	24.1%
Connecticut	22.9%
Average of All States	22.8%
Washington	22.7%
Arkansas	22.3%
Arizona	22.2%
Tennessee	22.2%
Michigan	21.1%
Massachusetts	20.7%
Rhode Island	19.0%
Pennsylvania	18.6%
Ohio	17.8%
Missouri	17.5%
Indiana	16.0%
Colorado	15.7%
Minnesota	15.7%
South Dakota	15.2%
Oregon	14.9%
Kansas	14.8%
Wisconsin	13.8%
Utah	12.7%
Kentucky	12.5%
Nebraska	12.0%
North Dakota	11.7%
Montana	10.9%
Iowa	9.1%
Wyoming	8.8%
Idaho	8.7%
West Virginia	6.5%
New Hampshire	6.3%
Vermont	5.3%
Maine	5.2%

STATES	% OF POP. IN POVERTY
Mississippi	22.3%
New Mexico	20.9%
Louisiana	19.7%
Arkansas	18.8%
Kentucky	18.8%
Alabama	18.4%
Georgia	17.8%
West Virginia	17.7%
Arizona	17.7%
Tennessee	17.2%
South Carolina	17.2%
North Carolina	16.8%
Texas	16.7%
Oklahoma	16.5%
Michigan	16.3%
Florida	16.1%
California	15.8%
Oregon	15.7%
New York	15.5%
Ohio	15.4%
Missouri	15.3%
Idaho	15.2%
Indiana	15.0%
Nevada	14.9%
Montana	14.9%
Average of All States	14.5%
South Dakota	14.0%
Illinois	14.0%
Rhode Island	13.8%
Maine	13.5%
Pennsylvania	13.3%
Kansas	13.3%
Wisconsin	12.7%
Washington	12.7%
Nebraska	12.4%
Iowa	12.3%
Colorado	12.2%
Delaware	12.0%
Utah	11.7%
Vermont	11.6%
Wyoming	11.6%
Virginia	11.4%
Massachusetts	11.4%
North Dakota	11.2%
New Jersey	10.9%
Minnesota	10.8%
Hawaii	10.8%
Connecticut	10.4%
Alaska	10.1%
Maryland	9.9%
New Hampshire	8.5%

STATES	MEDIAN POP. AGE
Maine	44
Vermont	42.6
New Hampshire	42.4
West Virginia	41.9
Florida	41.6
Connecticut	40.6
Pennsylvania	40.6
Rhode Island	39.9
Montana	39.8
Delaware	39.6
Michigan	39.5
New Jersey	39.5
Massachusetts	39.4
Ohio	39.3
Oregon	39.1
Wisconsin	39.1
South Carolina	38.8
Alabama	38.6
Kentucky	38.6
Hawaii	38.5
Tennessee	38.5
Maryland	38.3
Missouri	38.3
North Carolina	38.3
New York	38.2
Average of All States	38.1
Iowa	38
Minnesota	37.8
Virginia	37.8
Arkansas	37.7
Washington	37.6
Nevada	37.5
Illinois	37.4
Indiana	37.4
New Mexico	37.2
Arizona	37.1
South Dakota	36.8
Wyoming	36.8
Mississippi	36.7
Colorado	36.4
Georgia	36.2
Kansas	36.2
Louisiana	36.2
Nebraska	36.2
Oklahoma	36.2
California	36
Idaho	35.7
North Dakota	35.2
Texas	34.2
Alaska	33.6
Utah	30.3

= Higher values = Lower values = Average of all states (not weighted)

Population Change[10], Car Ownership[11], & Miles of Road[12]

FIGURE 2.1.3 - POPULATION CHANGE, CAR OWNERSHIP, & MILES OF ROAD **

STATES	CHANGE IN POP. (IN % POINTS, 2010-16)
North Dakota	11.6
Utah	11.0
Texas	10.9
Colorado	9.7
Nevada	7.8
Washington	7.8
Arizona	7.7
Florida	7.7
North Carolina	7.2
South Carolina	7.2
Idaho	7.1
Wyoming	6.9
Georgia	6.7
Alaska	6.6
South Dakota	6.5
Delaware	6.1
Hawaii	6.0
Virginia	6.0
Oregon	5.9
California	5.5
Oklahoma	5.4
Montana	5.1
Tennessee	5.0
Louisiana	4.9
Maryland	4.6
Nebraska	4.6
Average of All States	4.5
Massachusetts	4.1
Minnesota	4.0
New Mexico	3.5
Arkansas	3.3
Kansas	3.2
Iowa	3.0
Kentucky	2.9
Alabama	2.7
Indiana	2.7
New York	2.4
Missouri	2.3
New Jersey	2.2
Wisconsin	2.1
Mississippi	1.6
Pennsylvania	1.4
Connecticut	1.2
New Hampshire	1.0
Illinois	0.8
Ohio	0.6
Vermont	0.3
West Virginia	0.3
Maine	0.2
Rhode Island	-0.2
Michigan	-0.4

STATES	% OF HOUSEHOLDS THAT DO NOT OWN A CAR
New York	29.2%
Massachusetts	12.5%
New Jersey	11.6%
Pennsylvania	11.2%
Illinois	10.8%
Rhode Island	9.9%
Alaska	9.5%
Maryland	9.2%
Connecticut	9.1%
West Virginia	8.8%
Louisiana	8.4%
Ohio	8.4%
Hawaii	8.4%
Michigan	8.0%
Nevada	7.9%
Oregon	7.9%
Kentucky	7.8%
Average of All States	7.6%
California	7.6%
Maine	7.5%
Missouri	7.3%
Minnesota	7.0%
Wisconsin	7.0%
Washington	7.0%
Florida	6.9%
Georgia	6.9%
Mississippi	6.8%
Indiana	6.8%
Arizona	6.7%
South Carolina	6.7%
Vermont	6.7%
Alabama	6.4%
Arkansas	6.4%
Delaware	6.4%
Virginia	6.4%
North Carolina	6.3%
Tennessee	6.2%
New Mexico	5.8%
Iowa	5.7%
Oklahoma	5.7%
Nebraska	5.7%
Texas	5.6%
Kansas	5.5%
Colorado	5.4%
New Hampshire	5.3%
North Dakota	5.2%
Montana	5.2%
South Dakota	5.1%
Utah	4.3%
Idaho	4.2%
Wyoming	3.7%

STATES	MILES OF ROAD PER 10 SQUARE MILES OF TOTAL STATE AREA
New Jersey	44.8
Rhode Island	39.2
Connecticut	38.8
Massachusetts	34.7
Ohio	27.4
Indiana	26.5
Pennsylvania	26.2
Maryland	25.9
Delaware	25.8
Illinois	25.2
South Carolina	23.8
Tennessee	22.7
Georgia	21.6
New York	20.8
Iowa	20.4
North Carolina	19.8
Kentucky	19.8
Alabama	19.5
Arkansas	19.3
Missouri	18.9
Florida	18.7
Wisconsin	17.6
Virginia	17.6
New Hampshire	17.3
Kansas	17.3
Average of All States	16.9
Oklahoma	16.2
West Virginia	16.0
Minnesota	16.0
Mississippi	15.9
Vermont	14.8
Michigan	12.6
North Dakota	12.4
Nebraska	12.3
Louisiana	11.7
Texas	11.7
Washington	11.3
California	11.0
South Dakota	10.7
Colorado	8.5
Oregon	7.5
Maine	6.5
Idaho	6.1
Arizona	5.8
New Mexico	5.7
Utah	5.5
Montana	5.0
Hawaii	4.1
Nevada	3.9
Wyoming	2.9
Alaska	0.2

= Higher values = Lower values = Average of all states (not weighted)

Raul Lieberwirth (@Flickr)

Topic References

1 The Alliance for Biking and Walking. *Bicycling and Walking in the United States: 2014 Benchmarking Report* at p. 154. Available at https://bikeleague.org/sites/default/files/2014BenchmarkingReport.pdf.

2 U.S. Census Bureau. *Quick Facts-White alone, not Hispanic or Latino*. Available at https://www.census.gov/quickfacts/fact/note/US/RHI825217.

3 U.S. Department of Health and Human Services. *Federal Poverty Level (FPL)*. Available at https://www.healthcare.gov/glossary/federal-poverty-level-fpl/.

4 U.S. Census Bureau. 2010 Decennial Census. *2010 Census Urban and Rural Classification and Urban Area Criteria*. Available at https://www.census.gov/geo/reference/ua/urban-rural-2010.html.

5 See footnote 4 and U.S. Census Bureau. *American Community Survey Table B01003 5-year estimate* (2016). Available at https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml.

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7 U.S. Census Bureau. *American Community Survey Table B02001 5-year estimate* (2016). Available at https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml.

8 U.S. Census Bureau. *American Community Survey Table B17001 5-year estimate* (2016). Available at https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml.

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10 U.S. Census Bureau. *American Community Survey Table B01003 5-year estimates* (2010 and 2016). Available at https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml.

11 U.S. Census Bureau. *American Community Survey Table B08201 5-year estimate* (2016). Available at https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml.

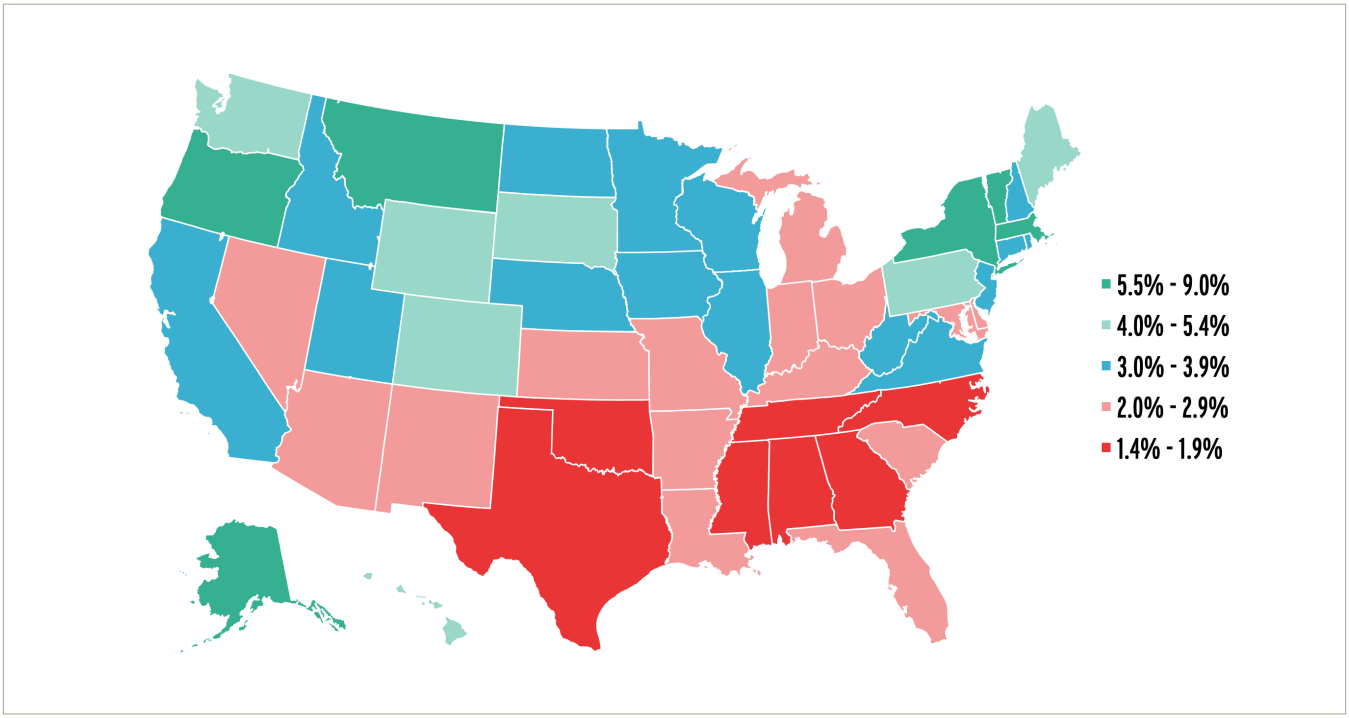
12 Federal Highway Administration. *Highway Statistics 2016 State Table HM10 Length by Ownership*. Available at https://www.fhwa.dot.gov/policyinformation/statistics/2016/ and footnote 4.

2.2 - STATES: OVERVIEW OF KEY FEDERAL

BENCHMARKS ON BIKING & WALKING

Rates of Bicycling & Walking to Work in the United States [13]

FIGURE 2.2.1 - SHARE OF COMMUTERS WHO WALK OR BIKE TO WORK



There are clear regional differences in rates of bicycling and walking to work. States in the northeast and in the Pacific northwest tend to have higher rates of bicycling and walking to work. States in the south tend to have lower rates of bicycling and walking to work.

This section includes charts that are sorted by the data provided to help visualize differences between states.

Levels of Bicycling & Walking to Work in the United States [14]

FIGURE 2.2.2 - LEVELS OF BICYCLING & WALKING TO WORK IN THE UNITED STATES [15]

STATES	% OF COMMUTERS BIKING & WALKING TO WORK (2016)
Alaska	8.6%
New York	6.9%
Montana	6.9%
Vermont	6.6%
Oregon	5.9%
Massachusetts	5.7%
Hawaii	5.4%
Wyoming	5.2%
Washington	4.6%
Maine	4.4%
South Dakota	4.2%
Pennsylvania	4.2%
Colorado	4.1%
Rhode Island	3.9%
Iowa	3.9%
Idaho	3.8%
Wisconsin	3.7%
California	3.7%
Illinois	3.7%
North Dakota	3.5%
Average of All States	3.5%
Utah	3.4%
New Hampshire	3.4%
Minnesota	3.3%
West Virginia	3.3%
New Jersey	3.1%
Connecticut	3.0%
Virginia	3.0%
Nebraska	3.0%
New Mexico	3.0%
Kansas	2.9%
Maryland	2.7%
Arizona	2.7%
Ohio	2.6%
Michigan	2.6%
Indiana	2.5%
Kentucky	2.4%
South Carolina	2.4%
Delaware	2.2%
Louisiana	2.2%
Arkansas	2.1%
Florida	2.1%
Missouri	2.1%
Nevada	2.0%
Oklahoma	2.0%
North Carolina	1.9%
Texas	1.8%
Georgia	1.8%
Mississippi	1.5%
Tennessee	1.4%
Alabama	1.3%

STATES	% OF COMMUTERS WALKING TO WORK (2016)
Alaska	7.6%
New York	6.2%
Vermont	5.9%
Montana	5.7%
Massachusetts	4.8%
Hawaii	4.7%
Wyoming	4.6%
Maine	4.0%
South Dakota	3.8%
Washington	3.7%
Pennsylvania	3.6%
Oregon	3.6%
Rhode Island	3.6%
Iowa	3.4%
West Virginia	3.2%
New Hampshire	3.1%
Wisconsin	3.0%
Illinois	3.0%
Colorado	3.0%
North Dakota	2.9%
Average of All States	2.9%
New Jersey	2.9%
Utah	2.7%
Connecticut	2.7%
California	2.7%
Minnesota	2.6%
Idaho	2.6%
Virginia	2.6%
Kansas	2.5%
Nebraska	2.5%
Maryland	2.5%
Ohio	2.3%
New Mexico	2.3%
Kentucky	2.1%
Indiana	2.1%
South Carolina	2.1%
Michigan	2.1%
Arkansas	2.0%
Delaware	1.9%
Missouri	1.8%
Arizona	1.8%
North Carolina	1.7%
Oklahoma	1.7%
Nevada	1.7%
Louisiana	1.7%
Texas	1.6%
Georgia	1.6%
Florida	1.5%
Mississippi	1.4%
Tennessee	1.3%
Alabama	1.2%

STATES	CHANGE IN RATE OF WALKING TO WORK (2007-2016)
Wyoming	17.1%
South Carolina	15.7%
Virginia	15.1%
Arkansas	13.5%
Rhode Island	13.5%
West Virginia	13.2%
Massachusetts	12.2%
Montana	11.2%
Washington	9.3%
Utah	6.1%
Hawaii	3.7%
Kentucky	1.6%
Illinois	1.3%
New York	0.2%
Ohio	-1.1%
Oregon	-1.6%
California	-2.5%
Vermont	-2.5%
Indiana	-4.0%
Maine	-4.2%
Maryland	-4.3%
North Carolina	-5.0%
Average of All States	-5.3%
New Mexico	-5.8%
Michigan	-6.1%
Colorado	-6.2%
Connecticut	-6.5%
New Hampshire	-8.0%
Alabama	-8.5%
Georgia	-8.5%
Iowa	-9.3%
Kansas	-10.0%
Missouri	-10.8%
Pennsylvania	-11.1%
Wisconsin	-11.3%
Florida	-11.7%
Alaska	-11.8%
Tennessee	-12.4%
South Dakota	-13.0%
Texas	-13.1%
New Jersey	-13.8%
Louisiana	-14.3%
Minnesota	-14.5%
Oklahoma	-17.0%
Arizona	-20.6%
Mississippi	-21.5%
Idaho	-22.0%
Nebraska	-24.5%
Nevada	-25.6%
Delaware	-27.2%
North Dakota	-30.4%

= Higher values = Lower values = Average of all states (not weighted)

FIGURE 2.2.2 (CONTINUED) - LEVELS OF BICYCLING & WALKING TO WORK IN THE UNITED STATES

STATES	% OF COMMUTERS BICYCLING TO WORK (2016)
Oregon	2.2%
Montana	1.2%
Idaho	1.2%
Colorado	1.1%
California	1.0%
Alaska	1.0%
Washington	0.9%
Massachusetts	0.9%
Arizona	0.8%
Hawaii	0.7%
New Mexico	0.7%
New York	0.7%
Minnesota	0.7%
Wisconsin	0.7%
Illinois	0.7%
Utah	0.7%
Vermont	0.6%
Florida	0.6%
Wyoming	0.6%
North Dakota	0.6%
Nebraska	0.6%
Average of All States	0.5%
Pennsylvania	0.5%
Louisiana	0.5%
Iowa	0.5%
Michigan	0.5%
Kansas	0.4%
Maine	0.4%
Indiana	0.4%
Virginia	0.4%
South Dakota	0.4%
Nevada	0.4%
Ohio	0.3%
Rhode Island	0.3%
Delaware	0.3%
Connecticut	0.3%
Maryland	0.3%
New Jersey	0.3%
New Hampshire	0.3%
Oklahoma	0.3%
Georgia	0.3%
Texas	0.3%
South Carolina	0.2%
Missouri	0.2%
Kentucky	0.2%
North Carolina	0.2%
Arkansas	0.1%
Tennessee	0.1%
West Virginia	0.1%
Alabama	0.1%
Mississippi	0.1%

STATES	CHANGE IN RATE OF BICYCLING TO WORK (2007-2016)
New York	70.6%
Massachusetts	68.9%
Pennsylvania	67.2%
Virginia	63.9%
Louisiana	50.2%
Illinois	47.1%
Georgia	44.3%
Kansas	42.9%
Kentucky	42.4%
Michigan	39.5%
New Mexico	38.1%
Oregon	32.3%
Oklahoma	31.4%
Maryland	30.4%
Rhode Island	27.2%
California	27.1%
Idaho	26.0%
Washington	25.0%
Vermont	23.9%
Ohio	23.3%
Florida	21.4%
Maine	17.1%
Indiana	14.5%
Average of All States	14.1%
Alabama	13.7%
Minnesota	13.5%
Tennessee	13.4%
New Hampshire	13.0%
Missouri	12.5%
Nebraska	10.6%
Connecticut	10.6%
Alaska	7.9%
North Dakota	7.5%
Texas	7.4%
Arizona	6.5%
Hawaii	4.5%
South Carolina	4.0%
Wisconsin	1.9%
Colorado	1.8%
New Jersey	-1.0%
Utah	-3.4%
Iowa	-5.1%
North Carolina	-9.8%
Arkansas	-10.1%
Montana	-12.9%
Delaware	-16.0%
South Dakota	-20.1%
West Virginia	-21.1%
Nevada	-28.7%
Wyoming	-38.6%
Mississippi	-40.2%

= Higher values = Lower values = Average of all states (not weighted)

Rates of Bicycling & Walking Road Safety

FIGURE 2.2.3 - RATES OF BICYCLING & WALKING ROAD SAFETY

STATES [16]	BICYCLIST & WALKING FATALITIES AS A % OF ALL TRAFFIC FATALITIES (2012-2016)
New York	30.9%
New Jersey	30.2%
California	27.3%
Florida	26.3%
Delaware	26.2%
Hawaii	25.9%
Nevada	25.2%
Massachusetts	24.3%
Rhode Island	22.6%
Maryland	22.5%
Arizona	20.8%
New Mexico	19.2%
Michigan	18.5%
Connecticut	18.1%
Louisiana	18.0%
Oregon	17.5%
Washington	17.3%
Alaska	17.2%
Illinois	16.5%
Texas	16.5%
Georgia	16.1%
Utah	15.7%
North Carolina	15.5%
South Carolina	15.3%
Colorado	15.1%
Pennsylvania	14.3%
Virginia	13.8%
Indiana	11.8%
New Hampshire	11.7%
Ohio	11.6%
Vermont	11.1%
Minnesota	11.1%
Missouri	10.8%
Alabama	10.8%
Oklahoma	10.7%
Wisconsin	10.1%
Maine	10.0%
Tennessee	9.6%
Mississippi	9.5%
Arkansas	9.2%
Kentucky	9.2%
Kansas	8.6%
West Virginia	8.5%
Iowa	7.5%
Idaho	7.4%
Montana	7.1%
Nebraska	6.6%
North Dakota	5.9%
South Dakota	5.2%
Wyoming	5.0%

	PEDESTRIAN FATALITY RATE PER 10K WALKING COMMUTERS	
STATES [17]	AVG. 2012-2016	CHANGE FROM 5-YR AVG. (2011-2016)
Florida	44.2	16.4%
Alabama	38.7	+ 37.8%
New Mexico	32.2	+ 62.3%
Mississippi	31.0	22.2%
Louisiana	30.6	18.0%
Delaware	30.2	+ 56.6%
Texas	27.3	32.2%
Georgia	26.9	21.5%
Arizona	26.7	14.4%
South Carolina	26.0	- -2.1%
Nevada	25.5	+ 45.5%
North Carolina	23.1	7.1%
Tennessee	22.6	16.5%
Oklahoma	21.6	+ 33.8%
Arkansas	19.7	5.1%
Michigan	15.8	18.8%
California	15.7	14.4%
Missouri	15.6	27.6%
Kentucky	14.2	2.4%
Maryland	13.9	- -13.2%
Indiana	12.3	+ 36.1%
New Jersey	12.2	10.4%
West Virginia	11.2	25.3%
Utah	9.5	11.9%
Virginia	9.5	11.5%
Ohio	8.7	6.9%
Connecticut	8.6	21.4%
Oregon	8.5	17.3%
Kansas	8.3	+ 66.4%
Colorado	8.2	32.9%
Hawaii	8.2	8.6%
Illinois	7.3	- 0.0%
Pennsylvania	7.0	11.7%
Idaho	6.7	31.0%
Washington	6.1	6.0%
Rhode Island	5.7	- -28.2%
New Hampshire	5.6	+ 42.4%
Montana	5.3	- -2.7%
New York	5.2	- -0.3%
Maine	5.1	16.1%
Wisconsin	5.1	- -7.3%
Nebraska	5.1	+ 90.9%
Minnesota	4.7	5.4%
Massachusetts	4.5	- -0.3%
North Dakota	4.5	1.1%
Wyoming	4.4	13.3%
Iowa	3.9	5.0%
South Dakota	3.7	- -9.8%
Alaska	3.7	23.9%
Vermont	3.2	+ 79.3%

	BICYCLIST FATALITY RATE PER 10K BICYCLE COMMUTERS	
STATES [18]	AVG. 2012-2016	CHANGE FROM 5-YR AVG. (2011-2016)
Mississippi	35.6	-16.8%
Alabama	31.8	+ 14.3%
Arkansas	27.6	5.0%
South Carolina	26.4	-7.3%
Georgia	23.2	+ 18.3%
Florida	22.9	-6.8%
Tennessee	22.2	+ 23.1%
Louisiana	21.1	-3.9%
North Carolina	20.8	-13.0%
Delaware	19.4	- -24.6%
Texas	16.2	-6.5%
Oklahoma	14.9	2.7%
Michigan	13.9	1.7%
Kentucky	13.7	5.0%
New Hampshire	13.3	2.9%
Nevada	12.3	12.6%
Kansas	12.0	+ 82.0%
Ohio	11.3	3.9%
North Dakota	11.2	+ 210.7%
New Jersey	10.6	-9.2%
Indiana	10.2	-7.4%
Arizona	10.1	11.3%
West Virginia	9.4	-19.7%
Missouri	9.3	+ 28.2%
New Mexico	9.3	-10.7%
Maryland	9.3	-11.7%
Maine	7.7	+ 83.2%
California	7.1	1.8%
Illinois	6.9	-3.0%
Connecticut	6.9	- -41.2%
New York	6.9	- -34.8%
Rhode Island	6.7	+ 54.5%
Virginia	6.6	-19.1%
Iowa	5.8	- -21.7%
Pennsylvania	5.3	- -25.3%
Utah	5.2	-15.0%
Wyoming	4.7	+ 71.2%
Wisconsin	4.4	-6.2%
Vermont	4.3	+ 300.9%
Washington	4.0	-0.3%
Colorado	3.8	10.8%
Massachusetts	3.6	-11.5%
Alaska	3.5	- -23.3%
Idaho	3.3	-10.8%
Minnesota	3.1	- -28.5%
Nebraska	3.0	- -21.3%
South Dakota	2.9	0.8%
Hawaii	2.6	- -52.2%
Montana	2.5	-11.2%
Oregon	1.7	- -46.5%

= Lowest fatality rates & largest % decreases = Highest fatality rates & largest % increases

Spending on Biking & Walking & Physical Activity

FIGURE 2.2.4 - SPENDING ON BIKING & WALKING & PHYSICAL ACTIVITY

STATES [19]	PER CAPITA SPENDING ON BICYCLING & WALKING PROJECTS (2014-2016)	CHANGE IN AVG. PER CAPITA SPENDING ON BICYCLING & WALKING PROJECTS (2007-2016 3-YR AVG.)
Alaska	$10.03	10%
Montana	$9.56	+ 121%
Delaware	$7.65	47%
Vermont	$7.56	-20%
New Hampshire	$4.08	+ 190%
Rhode Island	$3.86	- -68%
Mississippi	$3.80	+ 104%
Tennessee	$3.75	29%
Florida	$3.72	22%
Missouri	$3.69	-25%
Alabama	$3.66	+ 149%
Connecticut	$3.65	45%
Wyoming	$3.51	- -36%
Indiana	$3.36	-20%
New York	$3.36	+ 79%
Kentucky	$3.29	-33%
Kansas	$3.15	+ 205%
Minnesota	$3.11	-25%
North Dakota	$2.91	-2%
Oregon	$2.83	-14%
Georgia	$2.77	-24%
Ohio	$2.76	31%
Illinois	$2.76	57%
Arizona	$2.75	67%
Iowa	$2.73	4%
South Dakota	$2.72	-5%
Nebraska	$2.64	-2%
Washington	$2.62	-8%
New Mexico	$2.60	- -33%
Pennsylvania	$2.50	-25%
Colorado	$2.43	+ 68%
Michigan	$2.41	-4%
West Virginia	$2.34	+ 4286%
Massachusetts	$2.34	20%
Virginia	$2.30	31%
California	$2.26	4%
Texas	$2.15	20%
South Carolina	$1.80	+ 69%
North Carolina	$1.79	-15%
Maryland	$1.75	55%
Wisconsin	$1.74	-7%
Idaho	$1.69	+ 264%
Arkansas	$1.37	- -50%
Utah	$1.19	- -57%
Nevada	$1.09	- -59%
Hawaii	$0.98	43%
Maine	$0.97	- -73%
Louisiana	$0.64	- -65%
New Jersey	$0.41	- -56%
Oklahoma	$0.08	- -87%

STATES [20]	% OF POP. GETTING RECOMMENDED AMOUNT OF PHYSICAL ACTIVITY (2015)	CHANGE IN % OF POP. GETTING RECOMMENDED AMOUNT OF PHYSICAL ACTIVITY (2011-2015)
Colorado	61%	-2%
Oregon	60%	-1%
Vermont	59%	-1%
Washington	58%	+ 8%
Alaska	58%	1%
Montana	58%	+ 5%
New Hampshire	58%	2%
California	57%	-2%
Wisconsin	57%	-1%
Hawaii	57%	-3%
New Mexico	56%	+ 7%
Utah	55%	-1%
Idaho	55%	-3%
Minnesota	55%	2%
Connecticut	55%	4%
Nevada	55%	4%
Wyoming	54%	2%
Maine	54%	- -5%
Arizona	54%	2%
South Dakota	54%	+ 16%
Maryland	53%	+ 9%
Michigan	52%	-3%
Massachusetts	52%	- -8%
Florida	52%	-2%
Nebraska	51%	5%
Virginia	51%	-3%
Missouri	51%	2%
South Carolina	51%	1%
Rhode Island	50%	3%
Ohio	50%	-3%
Kansas	50%	+ 7%
Pennsylvania	50%	1%
Illinois	50%	- -4%
New Jersey	49%	- -8%
Iowa	49%	3%
Delaware	49%	0%
North Carolina	48%	3%
West Virginia	48%	+ 12%
Georgia	48%	- -5%
New York	47%	- -9%
North Dakota	47%	-1%
Oklahoma	47%	4%
Louisiana	46%	+ 10%
Tennessee	45%	+ 16%
Kentucky	45%	- -3%
Arkansas	45%	-1%
Alabama	45%	+ 5%
Texas	44%	- -8%
Indiana	44%	- -4%
Mississippi	38%	- -5%

= Lowest fatality rates & largest % decreases = Highest fatality rates & largest % increases

Many of the key federal benchmarks show differences over time that point toward uneven progress and the potential for states to grow further apart in these key benchmarks.

According to the rates of fatalities per bicycle or pedestrian commuters, the safest states have some of the highest rates of getting safer and the most dangerous states have some of the highest rates of getting more dangerous. This divergence suggests that there will continue to be large differences between states and regions for people bicycling and walking.

According to data from the Federal Highway Administration, states that spent the most on bicycling and walking projects having some of the largest decreases in the amount spent per capita. This is one benchmark that shows signs of convergence with some of the states that spent the least per capita having some of the largest increases.

Bridge opening, photo courtesy of Teton County

Topic References

13 U.S. Census Bureau. *American Community Survey Table B08006 1-year estimate* (2016). Available at https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml

14 See footnote 13.

15 U.S. Census Bureau. *American Community Survey Table B08006 1-year estimates* (2007-2016). Available at https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml

16 National Highway Traffic Administration (NHTSA). *Persons Killed, by STATE and Person Type - State: USA, Year* (2007-2016). Available at https://www-fars.nhtsa.dot.gov/States/StatesCrashesAndAllVictims.aspx.

17 See footnotes 15 and 16.

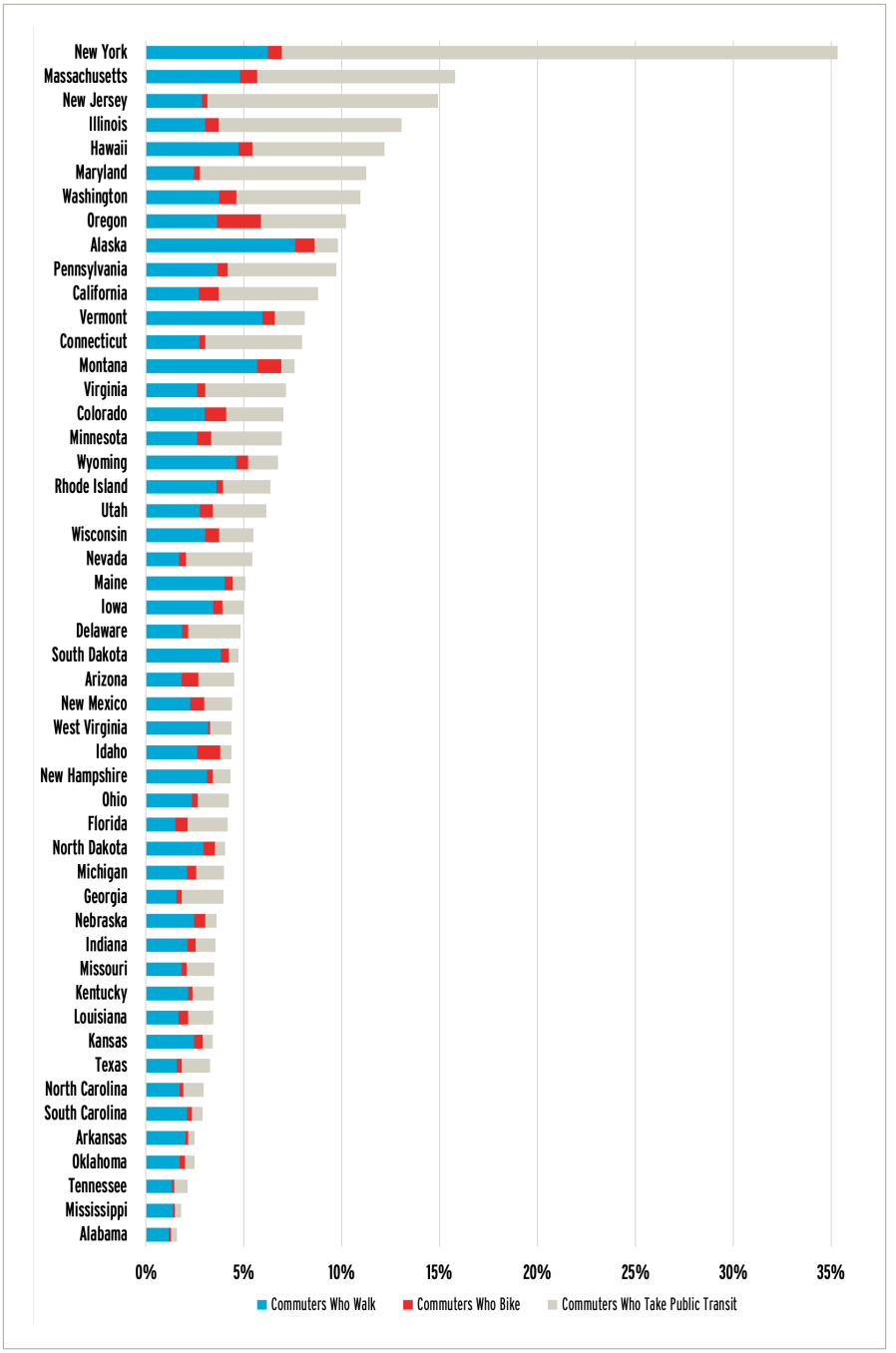
18 See footnotes 15 and 16.

19 Federal Highway Administration. *Fiscal Management Information System Data (2007, 2013-2016)*. U.S. Census Bureau. *American Community Survey Table B01003 3-year estimate and 3-year average (2007, 2013-2016)*. Available at https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml.

20 Centers for Disease Control and Prevention. *Behavioral Risk Factor Surveillance Survey* (2011 and 2015). Available at https://www.cdc.gov/cdi/.

2.3 - STATES:

RATES OF ACTIVE COMMUTING



Current Commuters Walking, Bicycling & Taking Transit to Work [21]

FIGURE 2.3.1 - PERCENT OF COMMUTERS WALKING, BIKING, OR TAKING TRANSIT AS PRIMARY MODE OF TRANSPORTATION TO WORK

Changes in Active Commuter Modeshare [22]

FIGURE 2.3.2 - CHANGES IN ACTIVE COMMUTER MODESHARE

STATES	2016 % OF COMMUTERS WALKING TO WORK	% POINT CHANGE IN RATE OF WALKING TO WORK (2007-2016)	2016 % OF COMMUTERS BICYCLING TO WORK	% POINT CHANGE IN RATE OF BICYCLING TO WORK (2007-2016)	2016 % OF COMMUTERS TAKING TRANSIT TO WORK	% POINT CHANGE IN RATE OF TAKING TRANSIT TO WORK (2007-2016)
Alabama	- 1.2%	-0.1	- 0.1%	0.0	- 0.3%	- -0.1
Alaska	+ 7.6%	- -1.0	+ 1.0%	0.1	1.2%	0.0
Arizona	1.8%	- -0.5	+ 0.8%	0.1	1.9%	- -0.2
Arkansas	2.0%	+ 0.2	- 0.1%	0.0	- 0.3%	-0.1
California	2.7%	-0.1	+ 1.0%	+ 0.2	+ 5.1%	0.1
Colorado	3.0%	-0.2	+ 1.1%	0.0	2.9%	- -0.2
Connecticut	2.7%	-0.2	0.3%	0.0	+ 4.9%	+ 0.7
Delaware	1.9%	- -0.7	0.3%	- -0.1	2.7%	0.0
Florida	- 1.5%	-0.2	0.6%	0.1	2.1%	0.1
Georgia	- 1.6%	-0.1	0.3%	0.1	2.1%	- -0.2
Hawaii	+ 4.7%	+ 0.2	+ 0.7%	0.0	+ 6.7%	+ 1.2
Idaho	2.6%	- -0.7	+ 1.2%	+ 0.2	- 0.6%	- -0.3
Illinois	3.0%	0.0	0.7%	+ 0.2	+ 9.4%	+ 0.8
Indiana	2.1%	-0.1	0.4%	0.0	1.0%	0.0
Iowa	3.4%	-0.4	0.5%	- 0.0	1.1%	0.1
Kansas	2.5%	-0.3	0.4%	0.1	- 0.5%	0.0
Kentucky	2.1%	0.0	- 0.2%	0.1	1.1%	0.1
Louisiana	- 1.7%	-0.3	0.5%	+ 0.2	1.3%	-0.1
Maine	+ 4.0%	-0.2	0.4%	0.1	0.7%	0.0
Maryland	2.5%	-0.1	0.3%	0.1	+ 8.5%	- -0.1
Massachusetts	+ 4.8%	+ 0.5	+ 0.9%	+ 0.3	+ 10.1%	+ 1.4
Michigan	2.1%	-0.1	0.5%	0.1	1.4%	0.2
Minnesota	2.6%	-0.4	0.7%	0.1	3.6%	+ 0.6
Mississippi	- 1.4%	-0.4	- 0.1%	- -0.1	- 0.3%	-0.1
Missouri	1.8%	-0.2	- 0.2%	0.0	1.4%	0.0
Montana	+ 5.7%	+ 0.6	+ 1.2%	- -0.2	0.7%	- -0.3
Nebraska	2.5%	- -0.8	0.6%	0.1	- 0.6%	0.0
Nevada	- 1.7%	- -0.6	0.4%	- -0.1	3.4%	0.0
New Hampshire	3.1%	-0.3	0.3%	0.0	0.9%	0.2
New Jersey	2.9%	- -0.5	0.3%	0.0	+ 11.8%	+ 1.4
New Mexico	2.3%	-0.1	0.7%	+ 0.2	1.4%	+ 0.4
New York	+ 6.2%	0.0	0.7%	+ 0.3	+ 28.4%	+ 2.1
North Carolina	- 1.7%	-0.1	- 0.2%	- 0.0	1.0%	0.1
North Dakota	2.9%	- -1.3	0.6%	0.0	- 0.5%	0.1
Ohio	2.3%	0.0	0.3%	0.1	1.6%	- -0.3
Oklahoma	- 1.7%	-0.3	0.3%	0.1	- 0.5%	0.0
Oregon	3.6%	-0.1	+ 2.2%	+ 0.6	4.4%	0.2
Pennsylvania	3.6%	- -0.5	0.5%	+ 0.2	+ 5.6%	0.4
Rhode Island	3.6%	+ 0.4	0.3%	0.1	2.4%	- -0.2
South Carolina	2.1%	+ 0.3	- 0.2%	0.0	- 0.6%	-0.1
South Dakota	+ 3.8%	- -0.6	0.4%	- -0.1	- 0.5%	0.1
Tennessee	- 1.3%	-0.2	- 0.1%	0.0	0.7%	-0.1
Texas	- 1.6%	-0.2	- 0.3%	0.0	1.4%	- -0.3
Utah	2.7%	0.2	0.7%	- 0.0	2.7%	0.3
Vermont	+ 5.9%	-0.2	0.6%	0.1	1.5%	+ 0.7
Virginia	2.6%	+ 0.3	0.4%	0.2	4.1%	0.2
Washington	+ 3.7%	+ 0.3	+ 0.9%	+ 0.2	+ 6.4%	+ 1.2
West Virginia	3.2%	+ 0.4	- 0.1%	- 0.0	1.1%	0.1
Wisconsin	3.0%	-0.4	0.7%	0.0	1.7%	0.0
Wyoming	+ 4.6%	+ 0.7	0.6%	- -0.4	1.5%	0.1

+ = Highest values - = Lowest values

Between 2007 and 2016, there were widespread increases in rates of bicycling and taking transit to work, with increases in 38 and 31 states, respectively. Overall, there was an average 20% increase in the rate of bicycling to work and an average 6% increase in the rate of taking transit to work.

The rate of walking to work decreased in more states than it increased, with only 14 states showing an increase between 2007 and 2016. Overall, there was an average 7% decrease in the rate of walking to work.

Massachusetts and Washington are notable for having among the 10 highest rates of each active commuting indicator and among the 10 largest increases for each of the active commute modes. Hawaii narrowly misses this distinction due to having a very modest .03% increase in the rate of bicycling to work between 2007 and 2016, less than half the average increase for all states.

Mississippi and Alabama are notable for having among the 10 lowest rates of each active commuting indicator.

Smoothie maker at BikeFest, photo courtesy of City of Cupertino

Topic References

21 See footnote 13.

22 See footnote 13 and U.S. Census Bureau. *American Community Survey Table B08006 1-year estimate* (2007). Available at https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml.

2.4 - STATES: DEMOGRAPHICS OF ACTIVE TRANSPORTATION COMMUTERS

The Benchmarking Report began looking at over- or under-representation of people of color and low-income commuters among those who walk to work or take transit to work in 2016.

The Benchmarking Report has not included bicycling to work in this analysis because demographic data on who rides a bicycle to work is not available in tabular data at the state level. The Census Bureau produced some national demographics data about who bikes to work in 2014. [23] Data regarding women bicycling to work is available and reported in Figure 2.4.5. For national demographic data, please see Section 1.2 Nation: Demographics of Active Transportation.

Takeaways for each figure in this section have been compiled here:

- **2.4.1 - LOW INCOME COMMUTERS & WALKING TO WORK** - In every state, people who walk are more likely to have incomes of 150% of the federal poverty level or less than the general population. This highlights the important role that active transportation modes, and transportation options that do not require a personal motor vehicle, play in allowing lower income people access to jobs. The Census Bureau does not provide a tabular estimate for the income levels of people who bike to work.
- **2.4.2 - LOW INCOME COMMUTERS & TAKING TRANSIT TO WORK** - As with walking to work, in every state, people who take transit to work are more likely to have incomes of 150% of the federal poverty level or less than the general population of workers. However, unlike walking to work there appears to be a correlation between low rates of taking transit to work and over-representation – with states where few people take transit to work being more likely to have an over-representation of lower income workers taking transit. Idaho is a notable exception.
- **2.4.3 - COMMUTERS OF COLOR & WALKING TO WORK** - In all but a handful of states people of color are over-represented among people who commute to work by walking. The only states where people of color are under-represented among people who walk to work are the three states with the largest percentage of workers of color – Hawaii, California, and New Mexico.
- **2.4.4 - COMMUTERS OF COLOR & TAKING TRANSIT TO WORK** - In all but a handful of states people of color are over-represented among people who take transit to work by walking. Unlike walking to work, having a large percentage of commuters of color does not appear as associated with less over-representation of people of color among people who take transit to work.
- **2.4.5 - ACTIVE COMMUTING BY WOMEN** - In every state, women are under-represented among people who bike to work by at least 10 percentage points. This widespread under-representation is not seen in walking to work, which only has one state where women are under-represented by more than 10 percentage points.

Low Income Commuters & Walking to Work [24]

FIGURE 2.4.1 - LOW INCOME COMMUTERS & WALKING TO WORK

Legend: Green | Blue = 10 lowest rates & largest percentage increases; **Red** | **Yellow** = 10 highest rates and lowest percentage decreases

STATES	2016 % OF COMMUTERS WALKING TO WORK	2016 % OF ALL COMMUTERS WHO HAVE LOW INCOME	2016 % OF WALKING COMMUTERS WHO HAVE LOW INCOME	OVER-REPRESENTATION OF LOW-INCOME WORKERS AMONG PEOPLE WHO WALK TO WORK (IN % POINTS)
Kentucky	2.1%	15.5%	43.2%	27.7
West Virginia	3.2%	15.3%	41.2%	25.9
Utah	2.7%	14.0%	39.0%	25.0
Michigan	2.1%	14.6%	39.1%	24.5
Ohio	2.3%	13.2%	37.5%	24.3
South Carolina	2.1%	15.9%	39.7%	23.8
Indiana	2.1%	14.1%	37.8%	23.7
Kansas	2.5%	13.6%	36.9%	23.2
Delaware	1.9%	10.6%	33.8%	23.2
Missouri	1.8%	14.1%	37.0%	22.9
Arkansas	2.0%	17.6%	39.7%	22.1
Louisiana	1.7%	17.0%	38.9%	22.0
Texas	1.6%	16.2%	37.2%	21.0
Georgia	1.6%	15.8%	36.7%	20.9
Alabama	1.2%	16.1%	36.9%	20.9
Arizona	1.8%	16.8%	37.1%	20.3
Wisconsin	3.0%	12.3%	32.4%	20.1
South Dakota	3.8%	13.2%	33.0%	19.8
Oklahoma	1.7%	15.8%	35.5%	19.8
Rhode Island	3.6%	10.9%	30.4%	19.5
Tennessee	1.3%	15.4%	34.8%	19.4
Mississippi	1.4%	18.5%	37.9%	19.3
Iowa	3.4%	12.9%	32.0%	19.1
Nevada	1.7%	14.4%	33.3%	18.9
Oregon	3.6%	16.0%	34.9%	18.9
Maine	4.0%	12.3%	31.2%	18.9
Idaho	2.6%	17.5%	36.3%	18.8
Florida	1.5%	15.7%	33.6%	17.8
New Jersey	2.9%	9.1%	26.4%	17.4
Minnesota	2.6%	10.8%	27.9%	17.1
Vermont	5.9%	10.8%	27.4%	16.6
Pennsylvania	3.6%	10.7%	27.3%	16.5
Colorado	3.0%	12.5%	28.1%	15.6
New Mexico	2.3%	19.8%	35.2%	15.3
Wyoming	4.6%	12.8%	28.1%	15.2
North Carolina	1.7%	15.9%	31.1%	15.1
New Hampshire	3.1%	7.7%	22.8%	15.1
Virginia	2.6%	10.3%	25.3%	15.1
California	2.7%	15.0%	29.3%	14.3
Illinois	3.0%	12.2%	26.5%	14.3
North Dakota	2.9%	11.4%	25.4%	14.0
Connecticut	2.7%	8.3%	22.2%	13.9
Alaska	7.6%	9.1%	21.9%	12.8
Maryland	2.5%	8.1%	20.8%	12.8
Montana	5.7%	16.5%	28.9%	12.4
Nebraska	2.5%	13.0%	25.3%	12.3
Massachusetts	4.8%	8.5%	20.4%	11.9
New York	6.2%	12.4%	24.2%	11.8
Washington	3.7%	11.8%	23.5%	11.7
Hawaii	4.7%	9.1%	18.3%	9.3

Low Income Commuters & Taking Transit to Work [25]

FIGURE 2.4.2 - LOW INCOME COMMUTERS & TAKING TRANSIT TO WORK

Legend: Green | Blue = 10 lowest rates & largest percentage increases; **Red** | **Yellow** = 10 highest rates and lowest percentage decreases

STATES	2016 % OF COMMUTERS TAKING TRANSIT TO WORK	2016 % OF ALL COMMUTERS WHO HAVE LOW INCOME	2016 % OF TRANSIT COMMUTERS WHO HAVE LOW INCOME	OVER-REPRESENTATION OF LOW-INCOME PPL AMONG PPL WHO TAKE TRANSIT TO WORK (IN % POINTS)
South Dakota	- 0.5%	13.2%	• 50.4%	37.2
Michigan	1.4%	14.6%	• 43.0%	28.4
Iowa	1.1%	12.9%	39.7%	26.9
Louisiana	1.3%	+ 17.0%	• 43.5%	26.6
Oklahoma	- 0.5%	15.8%	• 42.1%	26.3
Arkansas	- 0.3%	+ 17.6%	• 43.8%	26.2
North Dakota	- 0.5%	11.4%	37.5%	26.1
Ohio	1.6%	13.2%	39.1%	25.9
Florida	2.1%	15.7%	• 41.1%	25.4
South Carolina	- 0.6%	15.9%	• 41.3%	25.4
Alabama	- 0.3%	+ 16.1%	• 41.0%	24.9
Kentucky	1.1%	15.5%	40.1%	24.6
Missouri	1.4%	14.1%	38.4%	24.3
Wisconsin	1.7%	12.3%	36.2%	23.9
Arizona	1.9%	+ 16.8%	• 40.5%	23.8
Montana	0.7%	+ 16.5%	• 40.2%	23.7
Nebraska	- 0.6%	13.0%	36.1%	23.1
Indiana	1.0%	14.1%	37.0%	22.9
Kansas	- 0.5%	13.6%	36.2%	22.5
North Carolina	1.0%	15.9%	38.3%	22.4
Nevada	3.4%	14.4%	35.9%	21.5
Tennessee	0.7%	15.4%	36.5%	21.2
West Virginia	1.1%	15.3%	36.3%	21.0
Vermont	1.5%	10.8%	29.1%	18.3
Georgia	2.1%	15.8%	32.7%	17.0
Texas	1.4%	+ 16.2%	33.1%	16.9
Maine	0.7%	12.3%	27.5%	15.2
Rhode Island	2.4%	10.9%	25.5%	14.6
Mississippi	- 0.3%	+ 18.5%	32.1%	13.6
Minnesota	3.6%	10.8%	23.6%	12.8
Colorado	2.9%	12.5%	24.3%	11.7
Oregon	4.4%	+ 16.0%	27.6%	11.6
New Mexico	1.4%	+ 19.8%	30.4%	10.5
Pennsylvania	+ 5.6%	- 10.7%	21.1%	10.3
Connecticut	+ 4.9%	- 8.3%	• 18.4%	10.2
Utah	2.7%	14.0%	24.1%	10.1
Hawaii	+ 6.7%	- 9.1%	18.7%	9.6
California	+ 5.1%	15.0%	24.2%	9.2
New Hampshire	0.9%	- 7.7%	• 16.7%	9.0
Delaware	2.7%	- 10.6%	19.6%	9.0
Alaska	1.2%	- 9.1%	• 17.3%	8.2
Wyoming	1.5%	12.8%	19.6%	6.8
Maryland	+ 8.5%	- 8.1%	• 13.7%	5.6
Massachusetts	+ 10.1%	- 8.5%	• 13.8%	5.2
Illinois	+ 9.4%	12.2%	• 17.1%	4.9
Washington	+ 6.4%	11.8%	• 16.2%	4.4
New York	+ 28.4%	12.4%	• 16.5%	4.1
Virginia	4.1%	- 10.3%	• 14.1%	3.8
New Jersey	+ 11.8%	- 9.1%	• 12.8%	3.7
Idaho	- 0.6%	+ 17.5%	20.4%	2.9

Commuters of Color & Walking to Work [26]

FIGURE 2.4.3 - COMMUTERS OF COLOR & WALKING TO WORK

Legend: Green | Blue = 10 lowest rates & largest percentage increases; **Red** | **Yellow** = 10 highest rates and lowest percentage decreases

STATES	2016 % OF COMMUTERS WALKING TO WORK	2016 % OF ALL COMMUTERS WHO ARE PPL OF COLOR	2016 % OF PPL WHO WALK TO WORK WHO ARE PPL OF COLOR	OVER- OR UNDER-REPRESENTATION OF PPL OF COLOR AMONG PPL WHO WALK TO WORK (IN % POINTS)
Hawaii	4.7%	75.4%	65.9%	-9.4
California	2.7%	58.9%	58.7%	-0.3
New Mexico	2.3%	57.6%	55.4%	-2.2
Texas	1.6%	53.3%	57.0%	3.7
Nevada	1.7%	46.9%	48.2%	1.2
Maryland	2.5%	45.4%	46.8%	1.4
Florida	1.5%	44.6%	51.4%	6.8
Georgia	1.6%	43.2%	54.2%	11.0
New Jersey	2.9%	41.4%	64.0%	22.6
Arizona	1.8%	41.1%	46.6%	5.5
New York	6.2%	40.4%	48.5%	8.1
Mississippi	1.4%	38.5%	42.0%	3.5
Louisiana	1.7%	36.5%	50.9%	14.4
Virginia	2.6%	35.3%	42.4%	7.1
Delaware	1.9%	34.4%	43.6%	9.2
Illinois	3.0%	33.3%	39.1%	5.8
South Carolina	2.1%	33.3%	43.9%	10.6
North Carolina	1.7%	33.0%	40.1%	7.1
Alaska	7.6%	31.5%	53.7%	22.1
Alabama	1.2%	31.0%	40.1%	9.1
Oklahoma	1.7%	29.8%	36.4%	6.5
Connecticut	2.7%	28.2%	43.3%	15.1
Washington	3.7%	27.3%	30.6%	3.3
Colorado	3.0%	27.2%	27.7%	0.6
Arkansas	2.0%	24.1%	35.6%	11.5
Tennessee	1.3%	23.7%	34.6%	10.9
Massachusetts	4.8%	23.3%	34.0%	10.7
Rhode Island	3.6%	22.4%	35.0%	12.6
Oregon	3.6%	21.4%	27.0%	5.6
Michigan	2.1%	20.4%	27.2%	6.8
Kansas	2.5%	20.1%	23.9%	3.8
Utah	2.7%	19.3%	22.4%	3.2
Pennsylvania	3.6%	18.3%	28.1%	9.8
Missouri	1.8%	17.5%	26.5%	9.0
Ohio	2.3%	16.8%	24.5%	7.7
Indiana	2.1%	16.7%	23.6%	6.9
Nebraska	2.5%	16.1%	19.7%	3.5
Idaho	2.6%	15.6%	17.7%	2.1
Minnesota	2.6%	15.1%	21.7%	6.6
Wisconsin	3.0%	14.0%	18.5%	4.5
Wyoming	4.6%	13.6%	17.9%	4.2
Kentucky	2.1%	13.6%	25.7%	12.1
South Dakota	3.8%	11.6%	22.8%	11.2
North Dakota	2.9%	10.9%	18.1%	7.3
Iowa	3.4%	10.7%	13.9%	3.2
Montana	5.7%	10.1%	11.1%	1.0
New Hampshire	3.1%	7.5%	15.7%	8.2
West Virginia	3.2%	6.7%	17.3%	10.6
Vermont	5.9%	5.5%	11.1%	5.7
Maine	4.0%	5.1%	11.4%	6.3

Commuters of Color & Taking Transit to Work [27]

FIGURE 2.4.4 - COMMUTERS OF COLOR & TAKING TRANSIT TO WORK

Legend: Green | Blue = 10 lowest rates & largest percentage increases; **Red** | **Yellow** = 10 highest rates and lowest percentage decreases

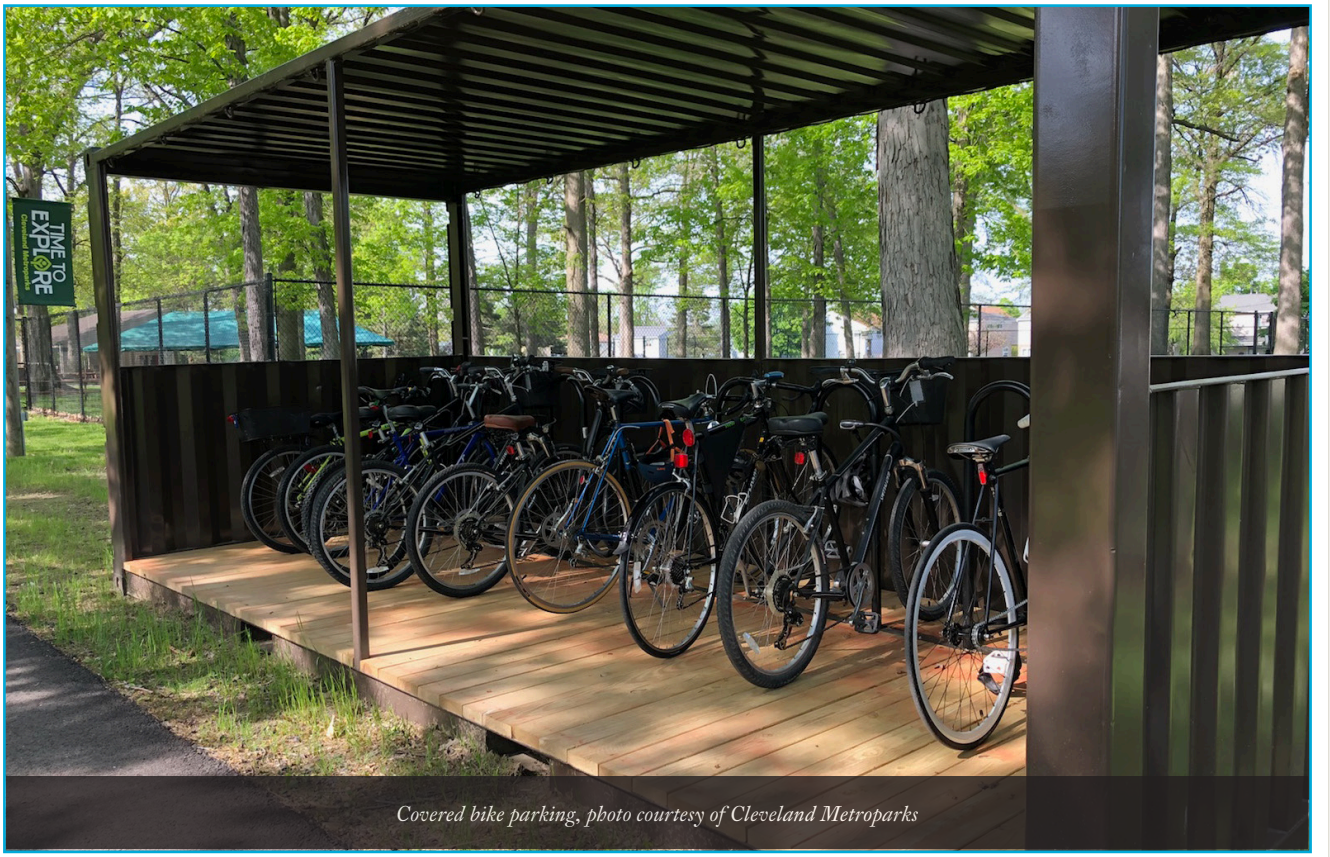
STATES	2016 % OF COMMUTERS TAKING TRANSIT TO WORK	2016 % OF ALL COMMUTERS WHO ARE PPL OF COLOR	2016 % OF PPL WHO TAKE TRANSIT TO WORK WHO ARE PPL OF COLOR	OVER- OR UNDER-REPRESENTATION OF PPL OF COLOR AMONG PPL WHO TAKE TRANSIT TO WORK (IN % POINTS)
Idaho	- 0.6%	15.6%	15.2%	-0.4
Wyoming	1.5%	13.6%	16.0%	2.4
New Mexico	1.4%	57.6%	64.3%	6.7
New Hampshire	0.9%	7.5%	14.2%	6.7
Maine	0.7%	5.1%	14.4%	9.2
Utah	2.7%	19.3%	29.0%	9.7
Washington	+ 6.4%	27.3%	37.7%	10.4
Montana	0.7%	10.1%	20.8%	10.8
California	+ 5.1%	58.9%	70.7%	11.7
Alaska	1.2%	31.5%	43.7%	12.2
Vermont	1.5%	5.5%	18.2%	12.7
Hawaii	+ 6.7%	75.4%	88.4%	13.1
Oregon	4.4%	21.4%	34.8%	13.3
Colorado	2.9%	27.2%	41.4%	14.2
Virginia	4.1%	35.3%	51.8%	16.5
Illinois	+ 9.4%	33.3%	50.2%	16.9
Minnesota	3.6%	15.1%	33.7%	18.6
Massachusetts	+ 10.1%	23.3%	42.4%	19.1
Iowa	1.1%	10.7%	29.9%	19.2
Texas	1.4%	53.3%	73.0%	19.7
Arizona	1.9%	41.1%	60.8%	19.7
North Dakota	- 0.5%	10.9%	30.8%	20.0
New Jersey	+ 11.8%	41.4%	61.8%	20.4
Nevada	3.4%	46.9%	68.0%	21.0
Kansas	- 0.5%	20.1%	43.9%	23.8
Connecticut	+ 4.9%	28.2%	52.2%	24.0
New York	+ 28.4%	40.4%	64.6%	24.2
West Virginia	1.1%	6.7%	32.5%	25.8
Rhode Island	2.4%	22.4%	48.7%	26.3
Nebraska	- 0.6%	16.1%	42.8%	26.7
Maryland	+ 8.5%	45.4%	73.3%	27.9
South Dakota	- 0.5%	11.6%	39.7%	28.1
Oklahoma	- 0.5%	29.8%	58.4%	28.6
Mississippi	- 0.3%	38.5%	68.0%	29.5
Indiana	1.0%	16.7%	48.1%	31.4
Arkansas	- 0.3%	24.1%	56.2%	32.1
Delaware	2.7%	34.4%	68.5%	34.1
North Carolina	1.0%	33.0%	67.4%	34.4
Wisconsin	1.7%	14.0%	48.9%	34.9
Florida	2.1%	44.6%	80.6%	36.0
Kentucky	1.1%	13.6%	49.9%	36.2
Georgia	2.1%	43.2%	79.4%	36.3
Alabama	- 0.3%	31.0%	67.8%	36.8
Pennsylvania	+ 5.6%	18.3%	55.3%	37.0
Tennessee	0.7%	23.7%	63.2%	39.4
Michigan	1.4%	20.4%	61.3%	41.0
South Carolina	- 0.6%	33.3%	74.5%	41.1
Louisiana	1.3%	36.5%	78.3%	41.8
Ohio	1.6%	16.8%	60.2%	43.5
Missouri	1.4%	17.5%	69.5%	52.0

Active Commuting by Women [28]

FIGURE 2.4.5 - ACTIVE COMMUTING BY WOMEN

Legend: **Green** = 10 highest values; **Red** = 10 lowest values

STATES	2016 % OF PPL WHO WALK TO WORK WHO ARE FEMALE	OVER- OR UNDER-REPRESENTATION OF WOMEN AMONG PPL WHO WALK TO WORK (IN % POINTS)	2016 % OF PPL WHO BIKE TO WORK WHO ARE FEMALE	UNDER-REPRESENTATION OF WOMEN AMONG PPL WHO BIKE TO WORK (IN % POINTS)
Nevada	42.1%	-3.9	- 16.1%	-29.9
West Virginia	45.6%	-1.4	- 17.3%	-29.7
Delaware	46.6%	-2.5	- 20.4%	-28.6
Mississippi	- 35.2%	- -13.0	- 21.4%	-26.8
New Jersey	47.0%	+ -0.1	- 20.7%	-26.4
Arkansas	43.6%	-3.4	- 21.7%	-25.3
Georgia	- 41.2%	- -6.3	- 22.3%	-25.3
Maryland	46.7%	-2.3	- 24.0%	-25.0
New Hampshire	46.6%	-1.1	- 23.9%	-23.8
Tennessee	42.6%	- -4.7	24.5%	-22.9
Connecticut	+ 47.2%	-1.1	25.7%	-22.6
Texas	- 41.8%	-3.3	- 22.6%	-22.5
Florida	43.2%	-4.4	25.3%	-22.3
Virginia	42.6%	-4.7	25.3%	-22.0
New York	+ 49.8%	+ 1.7	26.4%	-21.8
Kansas	42.5%	-4.0	24.8%	-21.7
Nebraska	45.3%	-1.8	25.4%	-21.6
Kentucky	42.6%	-4.7	26.7%	-20.6
New Mexico	42.7%	-4.5	26.9%	-20.3
Indiana	45.0%	-2.3	27.0%	-20.2
South Carolina	- 38.7%	- -9.4	27.8%	-20.2
North Carolina	- 39.0%	- -8.6	27.4%	-20.2
Iowa	47.1%	-0.3	27.4%	-20.1
Illinois	+ 47.7%	+ 0.2	27.4%	-20.1
Wyoming	44.4%	-2.7	27.3%	-19.9
Missouri	42.3%	- -5.9	28.5%	-19.6
Maine	+ 48.5%	-0.5	29.6%	-19.3
Washington	43.2%	-2.6	26.7%	-19.2
Massachusetts	+ 52.4%	+ 3.2	30.4%	-18.7
Louisiana	42.5%	- -5.3	29.2%	-18.5
Michigan	46.5%	-1.4	29.5%	-18.4
South Dakota	- 42.0%	- -4.7	28.6%	-18.2
Ohio	45.7%	-2.4	29.9%	-18.1
California	47.0%	+ 1.7	27.2%	-18.1
Alabama	43.2%	-4.0	29.4%	-17.8
Arizona	43.4%	-2.8	28.8%	-17.4
Oklahoma	42.1%	-3.8	+ 28.6%	-17.3
Wisconsin	47.1%	-0.9	31.1%	-16.9
Hawaii	- 40.7%	- -5.2	+ 29.8%	-16.1
Pennsylvania	+ 49.3%	+ 1.4	32.0%	-16.0
Idaho	- 41.5%	-3.7	29.2%	-16.0
Utah	46.3%	+ 2.6	27.9%	-15.9
Minnesota	+ 48.2%	+ 0.3	+ 32.5%	-15.4
Vermont	+ 50.1%	+ 1.3	+ 34.0%	-14.7
Montana	43.0%	-3.9	+ 32.5%	-14.4
Oregon	45.8%	-1.3	+ 32.8%	-14.3
Colorado	43.4%	-2.4	+ 31.7%	-14.1
Alaska	- 38.2%	- -6.2	+ 30.7%	-13.7
North Dakota	- 42.0%	-3.1	+ 32.0%	-13.2
Rhode Island	+ 50.0%	+ 1.5	+ 35.9%	-12.6



Covered bike parking, photo courtesy of Cleveland Metroparks

Topic References

23 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

24 U.S. Census Bureau. *American Community Survey Tables B17001 and B08122 1-year estimates* (2016). Available at https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml. (For the purpose of this chart, low-income refers to workers making 150% of the federal poverty level or less).

25 See footnote 24.

26 U.S. Census Bureau. *American Community Survey Tables B08006 1-year estimate, B08006 and B08105H 5-year estimates* (2016). Available at https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml. (For the purpose of this chart, People of Color means persons who are not categorized as "White alone, not Hispanic or Latino).

27 See footnote 26.

28 U.S. Census Bureau. *American Community Survey Tables B08006 5-year estimate* (2016). Available at https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml.

2.5 - STATES: PUBLIC HEALTH

INDICATORS & BIKING & WALKING

Relationship Between Active Commuting [29] & Aerobic Physical Activity [30]

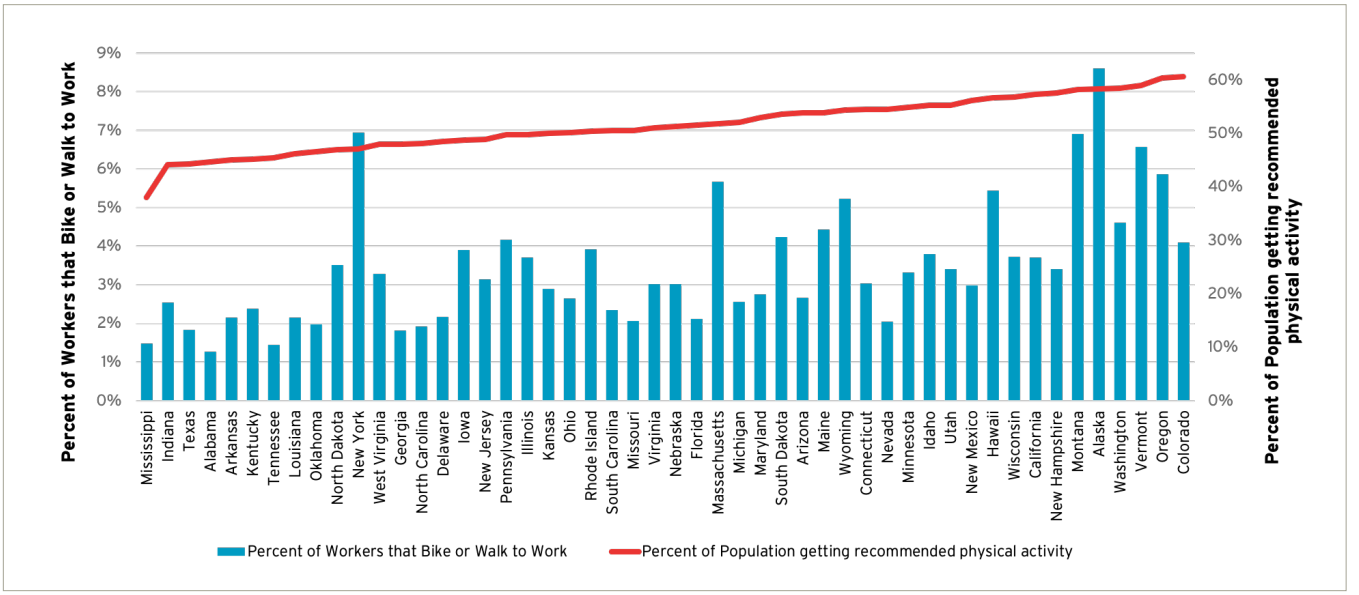
States with higher levels of bicycling and walking to work also see higher levels of their populations getting 150 minutes or more of aerobic physical activity per week. In fact, many of the states that show higher than average rates of physical activity are also states with higher than average rates of active commuting.

Of all states, Colorado (60.6%), Oregon (60.4%), and Vermont (58.9%) have the highest percentage of people meeting recommended aerobic physical activity levels — and are also at the top for both biking and walking to work.

Mississippi (38%), Tennessee (45.4%), and Alabama (44.6%) have the lowest shares of people meeting the aerobic physical activity minimum. These states also have fewer than 2% of people biking or walking to work, well below the national average of 3.5% of people biking or walking to work..

However, it is important to note that state-level associations between levels of bicycling and walking to work and health variables do not for account individual-level data and may not represent a causal relation.

FIGURE 2.5.1A - RELATIONSHIP BETWEEN ACTIVE COMMUTING & AEROBIC PHYSICAL ACTIVITY



Physical Activity [31] & Active Commuting [32]

FIGURE 2.5.1B - PHYSICAL ACTIVITY & ACTIVE COMMUNITING

Legend: **Green** = 10 highest values; **Red** = 10 lowest values

STATES	% OF POP. MEETING AEROBIC PHYSICAL ACTIVITY GUIDELINES (2015)	% CHANGE (2011-2015)	% OF COMMUTERS WHO WALK TO WORK (2016)	% OF COMMUTERS WHO BICYCLE TO WORK (2016)
Alabama	- 44.6%	+ 5.2%	- 1.2%	- 0.1%
Alaska	+ 58.3%	0.7%	+ 7.6%	+ 1.0%
Arizona	53.8%	1.9%	1.8%	+ 1.0%
Arkansas	- 45.1%	-1.3%	2.0%	- 0.2%
California	+ 57.3%	-1.5%	2.7%	+ 1.1%
Colorado	+ 60.6%	-1.9%	3.0%	+ 1.2%
Connecticut	54.5%	3.6%	2.7%	0.3%
Delaware	48.5%	0.0%	1.9%	0.3%
Florida	51.6%	-2.3%	- 1.5%	0.7%
Georgia	48.0%	- -5.3%	- 1.6%	- 0.2%
Hawaii	+ 56.6%	-3.2%	+ 4.7%	+ 0.9%
Idaho	55.3%	-3.3%	2.6%	+ 1.0%
Illinois	49.8%	- -3.7%	3.0%	0.7%
Indiana	- 44.1%	- -4.1%	2.1%	0.4%
Iowa	48.8%	2.5%	3.4%	0.5%
Kansas	50.0%	+ 6.8%	2.5%	0.4%
Kentucky	- 45.2%	- -3.4%	2.1%	- 0.2%
Louisiana	- 46.2%	+ 10.0%	- 1.7%	0.5%
Maine	53.9%	- -4.9%	+ 4.0%	0.4%
Maryland	52.9%	+ 8.6%	2.5%	0.3%
Massachusetts	51.8%	- -8.0%	+ 4.8%	+ 0.8%
Michigan	52.1%	-2.6%	2.1%	0.4%
Minnesota	54.9%	1.7%	2.6%	0.8%
Mississippi	- 38.0%	- -5.0%	- 1.4%	- 0.1%
Missouri	50.5%	2.0%	1.8%	- 0.2%
Montana	+ 58.2%	+ 5.2%	+ 5.7%	+ 1.3%
Nebraska	51.3%	4.7%	2.5%	0.5%
Nevada	54.5%	3.6%	- 1.7%	0.4%
New Hampshire	+ 57.6%	1.9%	3.1%	0.3%
New Jersey	48.9%	- -8.3%	2.9%	0.3%
New Mexico	56.1%	+ 7.5%	2.3%	0.7%
New York	47.1%	- -8.5%	+ 6.2%	0.7%
North Carolina	48.1%	2.8%	- 1.7%	- 0.2%
North Dakota	- 47.0%	-0.6%	2.9%	0.4%
Ohio	50.2%	-2.7%	2.3%	0.3%
Oklahoma	- 46.6%	4.0%	- 1.7%	0.3%
Oregon	+ 60.4%	-1.1%	3.6%	+ 2.5%
Pennsylvania	49.8%	0.8%	3.6%	0.5%
Rhode Island	50.4%	3.5%	3.6%	0.4%
South Carolina	50.5%	1.0%	2.1%	0.3%
South Dakota	53.6%	+ 16.3%	+ 3.8%	0.5%
Tennessee	- 45.4%	+ 16.4%	- 1.3%	- 0.1%
Texas	- 44.3%	- -8.1%	- 1.6%	- 0.3%
Utah	55.3%	-0.9%	2.7%	0.8%
Vermont	+ 58.9%	-0.5%	+ 5.9%	0.7%
Virginia	51.0%	-2.7%	2.6%	0.4%
Washington	+ 58.4%	+ 7.7%	+ 3.7%	+ 0.9%
West Virginia	48.0%	+ 11.6%	3.2%	- 0.2%
Wisconsin	+ 56.8%	-1.0%	3.0%	0.8%
Wyoming	54.4%	2.4%	+ 4.6%	0.7%

There is a positive association between the proportion of individuals in a state who meet physical activity guidelines for aerobic activity (≥150 minutes per week of at least moderate-intensity activity) and both biking to work and walking to work.

The association with the percentage of that State's commuters who bike to work is moderate (R=0.58). Walking to work has a weaker relationship (R=0.32).

Disclaimer: State-level associations between commute mode share and health variables do not consider individual-level data and may not represent a causal relation.

Obesity [33] & Active Commuting [34]

STATES	% OF ADULTS WHO HAVE OBESITY	CHANGE IN % OF ADULTS WHO HAVE OBESITY (2010-2016)	% OF COMMUTERS WHO WALK TO WORK (2016)	% OF COMMUTERS WHO BIKE TO WORK (2016)
Alabama	+ 35.7%	11.6%	- 1.2%	- 0.1%
Alaska	31.4%	+ 14.6%	+ 7.6%	+ 1.0%
Arizona	29.0%	+ 15.6%	1.8%	+ 0.8%
Arkansas	+ 35.7%	+ 15.5%	2.0%	- 0.1%
California	- 25.0%	5.0%	2.7%	+ 1.0%
Colorado	- 22.3%	7.6%	3.0%	+ 1.1%
Connecticut	- 26.0%	6.0%	2.7%	0.3%
Delaware	30.7%	6.6%	1.9%	0.3%
Florida	27.4%	- 3.2%	- 1.5%	0.6%
Georgia	31.4%	12.2%	- 1.6%	0.3%
Hawaii	- 23.8%	8.8%	+ 4.7%	+ 0.7%
Idaho	27.4%	- 1.0%	2.6%	+ 1.2%
Illinois	31.6%	+ 16.7%	3.0%	0.7%
Indiana	32.5%	5.4%	2.1%	0.4%
Iowa	32.0%	10.2%	3.4%	0.5%
Kansas	31.2%	5.3%	2.5%	0.4%
Kentucky	+ 34.2%	+ 12.4%	2.1%	- 0.2%
Louisiana	+ 35.5%	6.4%	- 1.7%	0.5%
Maine	29.9%	7.6%	+ 4.0%	0.4%
Maryland	29.9%	5.7%	2.5%	0.3%
Massachusetts	- 23.6%	- 3.9%	+ 4.8%	+ 0.9%
Michigan	+ 32.5%	- 3.7%	2.1%	0.5%
Minnesota	27.8%	8.1%	2.6%	0.7%
Mississippi	+ 37.3%	6.8%	- 1.4%	- 0.1%
Missouri	31.7%	- 4.5%	1.8%	- 0.2%
Montana	- 25.5%	- 3.6%	+ 5.7%	+ 1.2%
Nebraska	32.0%	+ 12.6%	2.5%	0.6%
Nevada	- 25.8%	5.3%	- 1.7%	0.4%
New Hampshire	- 26.6%	- 0.3%	3.1%	0.3%
New Jersey	27.4%	+ 15.4%	2.9%	0.3%
New Mexico	28.3%	7.8%	2.3%	0.7%
New York	- 25.5%	- 4.2%	+ 6.2%	0.7%
North Carolina	31.8%	9.3%	- 1.7%	- 0.2%
North Dakota	31.9%	+ 14.9%	2.9%	0.6%
Ohio	31.5%	6.0%	2.3%	0.3%
Oklahoma	+ 32.8%	5.3%	- 1.7%	0.3%
Oregon	28.7%	7.6%	3.6%	+ 2.2%
Pennsylvania	30.3%	5.9%	3.6%	0.5%
Rhode Island	26.6%	4.8%	3.6%	0.3%
South Carolina	32.3%	4.8%	2.1%	- 0.2%
South Dakota	29.6%	5.3%	+ 3.8%	0.4%
Tennessee	+ 34.8%	+ 19.3%	- 1.3%	- 0.1%
Texas	+ 33.7%	10.7%	- 1.6%	- 0.3%
Utah	- 25.4%	- 3.9%	2.7%	0.7%
Vermont	27.1%	6.6%	+ 5.9%	0.6%
Virginia	29.0%	- -0.8%	2.6%	0.4%
Washington	28.6%	8.0%	+ 3.7%	+ 0.9%
West Virginia	+ 37.7%	+ 16.2%	3.2%	- 0.1%
Wisconsin	30.7%	10.9%	3.0%	0.7%
Wyoming	27.7%	10.8%	+ 4.6%	0.6%

FIGURE 2.5.2 - OBESITY & ACTIVE COMMUTING

Legend:
Green = Low values for obesity-related data & high values for commute-related data;
Red = High values for obesity-related data & low values for commute-related data

States with higher levels of walking or biking to work see lower rates of obesity in their populations. Both relationships are of moderate strength (R= -0.51 and R= -0.50 respectively).

Virginia was the only state to see a decrease in the obesity rate from 2010 to 2016, with that rate falling 0.2%. All other states continue to see increases in obesity prevalence, though increases tend to be smaller in states with higher levels of active commuting.

Diabetes [35] & Active Commuting [36]

FIGURE 2.5.3 - DIABETES & ACTIVE COMMUTING

STATES	% OF ADULTS WHO HAVE DIABETES (2016)	CHANGE IN % OF ADULTS WHO HAVE DIABETES (2007-2016)	% OF COMMUTERS WHO WALK TO WORK (2016)	% OF COMMUTERS WHO BIKE TO WORK (2016)
Alabama	+ 13.8%	+ 38%	- 1.2%	- 0.1%
Alaska	- 7.5%	24%	+ 7.6%	+ 1.0%
Arizona	10.1%	26%	1.8%	+ 0.8%
Arkansas	+ 12.6%	+ 40%	2.0%	- 0.1%
California	8.7%	- 9%	2.7%	+ 1.0%
Colorado	- 6.1%	22%	3.0%	+ 1.1%
Connecticut	9.0%	+ 28%	2.7%	0.3%
Delaware	9.3%	3%	1.9%	0.3%
Florida	10.6%	18%	- 1.5%	0.6%
Georgia	10.9%	- 8%	- 1.6%	0.3%
Hawaii	9.5%	19%	+ 4.7%	+ 0.7%
Idaho	8.3%	- 4%	2.6%	+ 1.2%
Illinois	9.6%	- 6%	3.0%	0.7%
Indiana	10.9%	21%	2.1%	0.4%
Iowa	8.9%	26%	3.4%	0.5%
Kansas	8.4%	20%	2.5%	0.4%
Kentucky	+ 11.8%	18%	2.1%	- 0.2%
Louisiana	+ 11.3%	13%	- 1.7%	0.5%
Maine	9.9%	24%	+ 4.0%	0.4%
Maryland	10.0%	25%	2.5%	0.3%
Massachusetts	- 8.0%	14%	+ 4.8%	+ 0.9%
Michigan	10.6%	18%	2.1%	0.5%
Minnesota	- 7.3%	21%	2.6%	0.7%
Mississippi	+ 12.6%	14%	- 1.4%	- 0.1%
Missouri	+ 10.9%	+ 37%	1.8%	- 0.2%
Montana	- 7.8%	11%	+ 5.7%	+ 1.2%
Nebraska	- 7.8%	12%	2.5%	0.6%
Nevada	10.2%	+ 27%	- 1.7%	0.4%
New Hampshire	8.1%	16%	3.1%	0.3%
New Jersey	8.1%	- -10%	2.9%	0.3%
New Mexico	10.7%	+ 34%	2.3%	0.7%
New York	9.8%	23%	+ 6.2%	0.7%
North Carolina	10.7%	18%	- 1.7%	- 0.2%
North Dakota	8.2%	+ 36%	2.9%	0.6%
Ohio	10.2%	- 2%	2.3%	0.3%
Oklahoma	+ 11.5%	15%	- 1.7%	0.3%
Oregon	8.2%	17%	3.6%	+ 2.2%
Pennsylvania	10.4%	15%	3.6%	0.5%
Rhode Island	9.2%	+ 32%	3.6%	0.3%
South Carolina	+ 12.3%	23%	2.1%	- 0.2%
South Dakota	- 7.9%	13%	+ 3.8%	0.4%
Tennessee	+ 11.5%	- -4%	- 1.3%	- 0.1%
Texas	10.4%	- 4%	- 1.6%	- 0.3%
Utah	- 5.8%	- -3%	2.7%	0.7%
Vermont	- 7.9%	12%	+ 5.9%	0.6%
Virginia	9.6%	20%	2.6%	0.4%
Washington	8.7%	24%	+ 3.7%	+ 0.9%
West Virginia	+ 14.5%	+ 32%	3.2%	- 0.1%
Wisconsin	9.8%	+ 40%	3.0%	0.7%
Wyoming	- 7.8%	11%	+ 4.6%	0.6%

Legend:
Green = Low values for diabetes-related data & high values for commute-related data; **Red** = High values for diabetes-related data & low values for commute-related data

Like with obesity prevalence, there is a moderate, inverse association between the rates of diabetes in a state's population and the rates of active commuting (R=-0.55 and -0.52 for walking and biking, respectively).

There are only three states that had a decrease in the rate of adults with diabetes between 2007 and 2016: New Jersey, Tennessee, and Utah.

High Blood Pressure [37] & Active Commuting [38]

FIGURE 2.5.4 - HIGH BLOOD PRESSURE & ACTIVE COMMUTING

STATES	% OF ADULTS W/ HIGH BLOOD PRESSURE (2015)	CHANGE IN % OF ADULTS W/ HIGH BLOOD PRESSURE (2013-2015)	% OF COMMUTERS WHO WALK TO WORK (2016)	% OF COMMUTERS WHO BICYCLE TO WORK (2016)
Alabama	+ 40.4%	0.0%	- 1.2%	- 0.1%
Alaska	- 27.5%	- -7.7%	+ 7.6%	+ 1.0%
Arizona	30.8%	0.2%	1.8%	+ 0.8%
Arkansas	+ 39.3%	1.6%	2.0%	- 0.1%
California	- 28.5%	-0.7%	2.7%	+ 1.0%
Colorado	- 25.7%	-2.2%	3.0%	+ 1.1%
Connecticut	30.4%	-2.9%	2.7%	0.3%
Delaware	34.5%	-3.1%	1.9%	0.3%
Florida	33.5%	-3.2%	- 1.5%	0.6%
Georgia	+ 36.2%	+ 3.1%	- 1.6%	0.3%
Hawaii	32.0%	+ 12.2%	+ 4.7%	+ 0.7%
Idaho	31.3%	+ 6.3%	2.6%	+ 1.2%
Illinois	30.8%	2.2%	3.0%	0.7%
Indiana	32.4%	-3.4%	2.1%	0.4%
Iowa	30.6%	-2.7%	3.4%	0.5%
Kansas	31.6%	0.9%	2.5%	0.4%
Kentucky	+ 39.0%	-0.4%	2.1%	- 0.2%
Louisiana	+ 39.3%	-1.5%	- 1.7%	0.5%
Maine	34.1%	+ 2.5%	+ 4.0%	0.4%
Maryland	32.5%	-0.8%	2.5%	0.3%
Massachusetts	29.6%	0.7%	+ 4.8%	+ 0.9%
Michigan	33.1%	- -4.3%	2.1%	0.5%
Minnesota	- 26.3%	-2.4%	2.6%	0.7%
Mississippi	+ 42.4%	+ 5.4%	- 1.4%	- 0.1%
Missouri	34.1%	+ 6.2%	1.8%	- 0.2%
Montana	- 29.1%	-0.7%	+ 5.7%	+ 1.2%
Nebraska	29.9%	-1.4%	2.5%	0.6%
Nevada	- 28.3%	- -7.4%	- 1.7%	0.4%
New Hampshire	- 29.2%	-3.0%	3.1%	0.3%
New Jersey	30.9%	-0.7%	2.9%	0.3%
New Mexico	30.0%	1.7%	2.3%	0.7%
New York	- 29.3%	- -7.4%	+ 6.2%	0.7%
North Carolina	35.2%	-0.9%	- 1.7%	- 0.2%
North Dakota	30.4%	+ 2.3%	2.9%	0.6%
Ohio	34.3%	+ 2.4%	2.3%	0.3%
Oklahoma	+ 36.2%	-3.5%	- 1.7%	0.3%
Oregon	30.0%	- -5.8%	3.6%	+ 2.2%
Pennsylvania	32.5%	- -3.5%	3.6%	0.5%
Rhode Island	32.4%	- -4.1%	3.6%	0.3%
South Carolina	+ 37.8%	-1.5%	2.1%	- 0.2%
South Dakota	30.0%	-2.4%	+ 3.8%	0.4%
Tennessee	+ 38.5%	-0.9%	- 1.3%	- 0.1%
Texas	29.5%	- -5.5%	- 1.6%	- 0.3%
Utah	- 23.6%	-2.6%	2.7%	0.7%
Vermont	- 29.4%	- -5.6%	+ 5.9%	0.6%
Virginia	33.2%	2.2%	2.6%	0.4%
Washington	29.7%	-2.2%	+ 3.7%	+ 0.9%
West Virginia	+ 42.7%	+ 4.1%	3.2%	- 0.1%
Wisconsin	29.6%	- -8.5%	3.0%	0.7%
Wyoming	29.9%	+ 4.0%	+ 4.6%	0.6%

Legend:
Green = Low values for high blood pressure-related data & high values for commute-related data; **Red** = High values for high blood pressure-related data & low values for commute-related data

There is an inverse association between the rate of high blood pressure in a state and the proportion of workers who either bike to work (R=-0.56) or walk to work (R=-0.49).

Asthma [39] & Active Commuting [40]

FIGURE 2.5.5 - ASTHMA & ACTIVE COMMUTING

STATES	% OF ADULTS WHO HAVE ASTHMA (2015)	CHANGE OF % OF ADULTS WHO HAVE ASTHMA (2007-2015)	% OF COMMUTERS WHO WALK TO WORK (2016)	% OF COMMUTERS WHO BICYCLE TO WORK (2016)
Alabama	9.9%	0.9%	- 1.2%	- 0.1%
Alaska	9.3%	+ 1.3%	+ 7.6%	+ 1.0%
Arizona	9.3%	0.3%	1.8%	+ 0.8%
Arkansas	10.1%	3.1%	2.0%	- 0.1%
California	- 7.7%	- -0.3%	2.7%	+ 1.0%
Colorado	9.0%	1.0%	3.0%	+ 1.1%
Connecticut	+ 10.5%	+ 1.5%	2.7%	0.3%
Delaware	9.2%	1.2%	1.9%	0.3%
Florida	- 7.5%	+ 1.5%	- 1.5%	0.6%
Georgia	9.2%	1.2%	- 1.6%	0.3%
Hawaii	10.0%	+ 2.0%	+ 4.7%	+ 0.7%
Idaho	9.1%	0.1%	2.6%	+ 1.2%
Illinois	8.4%	0.4%	3.0%	0.7%
Indiana	+ 10.2%	1.2%	2.1%	0.4%
Iowa	- 7.6%	0.6%	3.4%	0.5%
Kansas	8.7%	0.7%	2.5%	0.4%
Kentucky	+ 11.9%	+ 2.9%	2.1%	- 0.2%
Louisiana	8.2%	+ 2.2%	- 1.7%	0.5%
Maine	+ 11.2%	1.2%	+ 4.0%	0.4%
Maryland	8.8%	0.8%	2.5%	0.3%
Massachusetts	+ 10.2%	0.2%	+ 4.8%	+ 0.9%
Michigan	+ 10.2%	0.2%	2.1%	0.5%
Minnesota	- 7.4%	- -0.6%	2.6%	0.7%
Mississippi	- 7.8%	0.8%	- 1.4%	- 0.1%
Missouri	9.6%	0.6%	1.8%	- 0.2%
Montana	8.9%	- -0.1%	+ 5.7%	+ 1.2%
Nebraska	- 7.2%	- -0.8%	2.5%	0.6%
Nevada	8.1%	+ 2.1%	- 1.7%	0.4%
New Hampshire	10.1%	- 0.1%	3.1%	0.3%
New Jersey	- 7.2%	- -0.8%	2.9%	0.3%
New Mexico	9.9%	0.9%	2.3%	0.7%
New York	9.9%	0.9%	+ 6.2%	0.7%
North Carolina	8.2%	0.2%	- 1.7%	- 0.2%
North Dakota	9.0%	1.0%	2.9%	0.6%
Ohio	10.0%	1.0%	2.3%	0.3%
Oklahoma	9.5%	0.5%	- 1.7%	0.3%
Oregon	+ 11.2%	1.2%	3.6%	+ 2.2%
Pennsylvania	10.2%	1.2%	3.6%	0.5%
Rhode Island	+ 11.0%	1.0%	3.6%	0.3%
South Carolina	8.2%	0.2%	2.1%	- 0.2%
South Dakota	8.4%	+ 1.4%	+ 3.8%	0.4%
Tennessee	9.0%	- 0.0%	- 1.3%	- 0.1%
Texas	- 7.6%	- -0.4%	- 1.6%	- 0.3%
Utah	9.0%	1.0%	2.7%	0.7%
Vermont	+ 11.0%	1.0%	+ 5.9%	0.6%
Virginia	- 7.9%	- -0.1%	2.6%	0.4%
Washington	9.4%	0.4%	+ 3.7%	+ 0.9%
West Virginia	+ 10.9%	+ 1.9%	3.2%	- 0.1%
Wisconsin	9.6%	0.6%	3.0%	0.7%
Wyoming	- 8.0%	- 0.0%	+ 4.6%	0.6%

Legend: **Green** = Low values for asthma-related data and high values for commute-related data; **Red** = High values for asthma-related data and low values for commute-related data

There is no significant relationship between whether or not a state has a high level of asthma and the rate at which commuters in a state bicycle or walk to work.

Kirkland, WA, photo courtesy by Jan Moser (pedbikeimages.org,)

Topic References

29 See footnote 13.

30 Centers for Disease Control and Prevention. *Behavioral Risk Factor Surveillance Survey* (2015). Available at https://www.cdc.gov/cdi/.

31 Centers for Disease Control and Prevention. *Behavioral Risk Factor Surveillance Survey* (2011 and 2015). Available at https://www.cdc.gov/cdi/.

32 See footnote 13.

33 Centers for Disease Control and Prevention. *Behavioral Risk Factor Surveillance Survey* (2011 and 2016). Available at https://www.cdc.gov/cdi/.

34 See footnote 13.

35 Centers for Disease Control and Prevention. *Behavioral Risk Factor Surveillance Survey* (2011 and 2016). Available at https://www.cdc.gov/cdi/.

36 See footnote 13.

37 Centers for Disease Control and Prevention. *Behavioral Risk Factor Surveillance Survey* (2013 and 2015). Available at https://www.cdc.gov/cdi/.

38 See footnote 13.

39 Centers for Disease Control and Prevention. *Behavioral Risk Factor Surveillance Survey* (2007 and 2015). Available at https://www.cdc.gov/cdi/.

40 See footnote 13.

2.6 - STATES: BIKING & WALKING ROAD SAFETY

The United States ranks worse than many comparable nations in traffic safety. According to a 2010 special report by the Transportation Research Board (TRB), "In recent decades nearly every high-income country has made more rapid progress than has the United States in reducing the frequency of road traffic deaths and the rate of deaths per [mile] of vehicle travel."[41] According to a 2017 report by Ralph Buehler and John Pucher, between 1990-1994 and 2010-2014, the United States made the least progress of 11 Organization for Economic Co-operation and Development (OECD) countries in reducing pedestrian and bicyclist fatality rates per capita. [42]

According to the National Highway Traffic Safety Administration, in 2016, more bicyclists died than in any year since 1991 and more pedestrians died than in any year since 1990. You can find more information about traffic safety in Chapter III: Make Your Case: Section II: Safe Transportation.

Nationally, the percentage of fatalities composed of bicyclists and pedestrians increased 2.7 percentage points to 15.1% based on 5-year averages from 2007-2011 and 2012-2016. States have very different experiences with bicyclist and pedestrian safety. In some states, like New Jersey, bicyclist and pedestrian fatalities make up more than a quarter of all traffic fatalities. In others, like Wyoming, bicyclist and pedestrian fatalities make up less than 10% of all traffic fatalities.

The demographics of who is killed while bicycling and walking can be difficult to interpret because data on demographics about who is bicycling and walking is limited at the state level. For this reason, it is difficult to interpret whether the under-representation of people who are under age 18, age 65 or older, or people of color among bicyclist fatalities is due to circumstances that affect the safety of those groups or the prevalence for bicycling among those groups. Differences in the over- or -under-representation of these demographic groups are more common for bicycling fatalities than pedestrian fatalities.

CycLouvia event, photo courtesy of Louisville, KY

Pedestrian Fatalities: Total & Per Commuter [43]

FIGURE 2.6.1 - PEDESTRIAN FATALITIES: TOTAL & PER COMMUTER

Legend: **Green** = 10 lowest values;
Red = States where 2016 was highest value from 2007-2016; 10 highest values for other data

STATES	2016 TOTAL PEDESTRIAN FATALITIES	TOTAL PEDESTRIAN FATALITIES		% CHANGE IN TOTAL PEDESTRIAN FATALITIES	PEDESTRIAN FATALITY RATE PER 10K PPL WHO WALK TO WORK		% CHANGE IN PEDESTRIAN FATALITY RATE PER 10K PPL WHO WALK TO WORK
		Avg. 2007-11	Avg. 2012-16		Avg. 2007-11	Avg. 2012-16	
Alabama	111	68.2	88.2	29%	28.3	38.7	37%
Alaska	12	8	10.4	30%	3.1	3.7	17%
Arizona	190	137	151.4	11%	24.5	26.7	9%
Arkansas	44	41.4	43	4%	17.4	19.7	13%
California	867	614.2	732	19%	14.6	15.7	8%
Colorado	79	45.8	65.4	43%	7.0	8.2	18%
Connecticut	54	35.4	45	27%	7.0	8.6	22%
Delaware	27	18.4	27.8	51%	18.9	30.2	60%
Florida	652	492.6	569.2	16%	41.3	44.2	7%
Georgia	232	150.2	186.2	24%	22.3	26.9	20%
Hawaii	29	22.4	25.4	13%	9.0	8.2	-8%
Idaho	17	11.4	13	14%	5.4	6.7	25%
Illinois	148	133.4	136.8	3%	7.8	7.3	-6%
Indiana	85	57.4	79	38%	9.4	12.3	31%
Iowa	22	20.8	21.2	2%	3.8	3.9	3%
Kansas	41	18	27.8	54%	6.0	8.3	38%
Kentucky	81	52.4	61.8	18%	13.3	14.2	7%
Louisiana	127	98.6	110	12%	27.5	30.6	11%
Maine	17	11	13	18%	4.2	5.1	21%
Maryland	104	110	100.4	-9%	15.8	13.9	-12%
Massachusetts	80	65	74.4	14%	4.4	4.5	1%
Michigan	162	125.8	150.8	20%	13.4	15.8	18%
Minnesota	58	34.8	36.4	5%	4.7	4.7	0%
Mississippi	58	52.6	55	5%	28.9	31.0	7%
Missouri	96	68	84.4	24%	13.5	15.6	16%
Montana	11	12.8	13.4	5%	5.6	5.3	-5%
Nebraska	12	7.4	13.4	81%	2.8	5.1	80%
Nevada	80	45	67.2	49%	20.1	25.5	27%
New Hampshire	17	8.4	11.4	36%	3.9	5.6	44%
New Jersey	162	144.6	157	9%	11.6	12.2	6%
New Mexico	73	40.4	62.2	54%	25.0	32.2	29%
New York	304	294.2	302.4	3%	5.4	5.2	-2%
North Carolina	200	161.6	185.4	15%	21.3	23.1	8%
North Dakota	7	6.2	6.2	0%	4.1	4.5	11%
Ohio	134	97.8	106.8	9%	8.2	8.7	6%
Oklahoma	87	50.8	65.8	30%	15.8	21.6	36%
Oregon	72	47.2	60.2	28%	7.0	8.5	22%
Pennsylvania	169	142.8	158.2	11%	6.6	7.0	6%
Rhode Island	14	12.8	11	-14%	8.5	5.7	-33%
South Carolina	144	100.2	119.4	19%	27.7	26.0	-6%
South Dakota	6	7.4	6.2	-16%	4.6	3.7	-19%
Tennessee	97	73.4	86.8	18%	19.0	22.6	19%
Texas	672	393.8	529.4	34%	21.0	27.3	30%
Utah	35	28.2	33.8	20%	7.5	9.5	26%
Vermont	4	3.4	5.8	71%	1.4	3.2	131%
Virginia	122	76.6	91.8	20%	9.1	9.5	4%
Washington	84	61.4	72.8	19%	6.0	6.1	2%
West Virginia	24	18.8	24.2	29%	10.1	11.2	11%
Wisconsin	51	51.6	47	-9%	5.3	5.1	-4%
Wyoming	5	4	5	25%	4.4	4.4	-1%

Pedestrian Fatalities: As a Percent of All Traffic Fatalities & Per Capita [44]

STATES	PEDESTRIAN FATALITIES AS A % OF ALL TRAFFIC FATALITIES		CHANGE IN PEDESTRIAN FATALITIES AS A % OF ALL TRAFFIC FATALITIES	PEDESTRIAN FATALITIES PER 100K PERSONS
	Avg. 2007-11	Avg. 2012-16		2012-2016
Alabama	7.3%	10.0%	36%	1.8
Alaska	11.6%	15.4%	33%	1.4
Arizona	+ 15.8%	17.6%	- 11%	+ 2.3
Arkansas	7.0%	8.3%	19%	1.4
California	+ 19.4%	+ 23.1%	19%	+ 1.9
Colorado	9.3%	12.6%	36%	1.2
Connecticut	12.8%	16.7%	30%	1.3
Delaware	+ 16.8%	+ 24.0%	+ 43%	+ 3.0
Florida	+ 18.3%	+ 21.2%	16%	+ 2.9
Georgia	11.0%	14.3%	30%	1.8
Hawaii	+ 19.8%	+ 23.9%	21%	1.8
Idaho	- 5.2%	- 6.2%	19%	- 0.8
Illinois	13.2%	13.8%	- 5%	1.1
Indiana	7.4%	10.0%	35%	1.2
Iowa	- 5.3%	- 6.2%	17%	- 0.7
Kansas	- 4.5%	- 7.2%	+ 59%	1.0
Kentucky	6.6%	8.4%	27%	1.4
Louisiana	12.0%	15.1%	26%	+ 2.4
Maine	7.0%	8.5%	22%	1.0
Maryland	+ 20.2%	+ 20.7%	- 3%	1.7
Massachusetts	+ 17.5%	+ 21.5%	23%	1.1
Michigan	13.3%	15.7%	18%	1.5
Minnesota	8.2%	9.3%	13%	- 0.7
Mississippi	7.3%	8.7%	19%	1.8
Missouri	7.7%	10.1%	31%	1.4
Montana	- 5.7%	- 6.3%	- 11%	1.3
Nebraska	- 3.5%	- 6.0%	+ 70%	- 0.7
Nevada	15.7%	+ 22.9%	+ 46%	+ 2.4
New Hampshire	7.0%	9.7%	+ 38%	- 0.9
New Jersey	+ 23.6%	+ 27.5%	17%	1.8
New Mexico	10.9%	17.6%	+ 61%	+ 3.0
New York	+ 24.2%	+ 27.2%	- 12%	1.5
North Carolina	11.7%	13.8%	18%	+ 1.9
North Dakota	- 5.2%	- 4.6%	- -11%	- 0.8
Ohio	8.8%	9.9%	- 12%	- 0.9
Oklahoma	7.0%	9.7%	+ 38%	1.7
Oregon	12.7%	15.5%	22%	1.5
Pennsylvania	10.5%	13.0%	24%	1.2
Rhode Island	+ 18.2%	+ 20.3%	- 11%	1.0
South Carolina	11.1%	13.4%	20%	+ 2.5
South Dakota	- 5.8%	- 4.7%	- -18%	- 0.7
Tennessee	7.1%	8.8%	23%	1.3
Texas	12.2%	15.0%	23%	+ 2.0
Utah	10.7%	13.5%	26%	1.1
Vermont	- 5.1%	9.4%	+ 85%	0.9
Virginia	9.4%	12.3%	31%	1.1
Washington	12.4%	14.9%	20%	1.0
West Virginia	- 5.1%	- 8.1%	+ 58%	1.3
Wisconsin	8.4%	- 8.3%	- -1%	- 0.8
Wyoming	- 2.7%	- 4.1%	+ 52%	- 0.9

FIGURE 2.6.2 - PEDESTRIAN FATALITIES: AS A PERCENT OF ALL TRAFFIC FATALITIES & PER CAPITA

Legend:
Green = 10 lowest values;
Red = 10 highest values

Note regarding Figure 2.6.3 on following page: Some states with high percentage changes have infrequent bicyclist fatalities. For example, between 2005 and 2016, Vermont had one or more bicyclist fatalities in only three years.

Bicyclist Fatalities: Total & Per Commuter [45]

FIGURE 2.6.3 - BICYCLIST FATALITIES: TOTAL & PER COMMUTER

Legend: **Green** = 10 lowest values; **Red** = States where 2016 was highest value from 2007-2016; 10 highest values for other data

STATES	2016 TOTAL BICYCLIST FATALITIES	TOTAL BICYCLIST FATALITIES		% CHANGE IN TOTAL BICYCLIST FATALITIES	BICYCLIST FATALITY RATE PER 10K PPL WHO BIKE TO WORK		% CHANGE IN BICYCLIST FATALITY RATE PER 10K PPL WHO BIKE TO WORK
		Avg. 2007-11	Avg. 2012-16		Avg. 2007-11	Avg. 2012-16	
Alabama	2	6	7	17%	+ 27.8	+ 31.8	+ 14%
Alaska	1	- 1.4	- 1.2	- -14%	4.5	- 3.5	- -23%
Arizona	31	+ 21.4	+ 27.6	29%	9.1	10.1	11%
Arkansas	3	4.2	4.6	10%	+ 26.3	+ 27.6	5%
California	147	+ 106.6	+ 134.8	26%	7.0	7.1	2%
Colorado	16	9.8	12.8	+ 31%	- 3.4	- 3.8	11%
Connecticut	5	5.4	3.6	- -33%	11.7	6.9	- -41%
Delaware	2	3	2.6	- -13%	+ 25.7	+ 19.4	- -25%
Florida	138	+ 112.2	+ 136.8	22%	+ 24.6	+ 22.9	-7%
Georgia	29	+ 17.6	+ 23.2	+ 32%	+ 19.6	+ 23.2	+ 18%
Hawaii	0	2.8	- 2	- -29%	5.5	- 2.6	- -52%
Idaho	6	3	2.6	- -13%	- 3.7	- 3.3	-11%
Illinois	20	+ 23	+ 26.4	15%	7.1	6.9	-3%
Indiana	19	12.8	14.4	13%	11.0	10.2	-7%
Iowa	8	5.4	4.6	- -15%	7.4	5.8	- -22%
Kansas	5	3.2	5.6	+ 75%	6.6	12.0	+ 82%
Kentucky	9	4.6	5.8	26%	13.0	13.7	5%
Louisiana	22	15.2	+ 21.2	+ 39%	+ 21.9	+ 21.1	-4%
Maine	4	- 1.2	2.2	+ 83%	4.2	7.7	+ 83%
Maryland	16	7.2	8.6	19%	10.5	9.3	-12%
Massachusetts	10	7.8	9.8	26%	- 4.0	- 3.6	-12%
Michigan	38	+ 22.8	+ 27.8	22%	13.7	13.9	2%
Minnesota	7	8.2	7	- -15%	4.3	- 3.1	- -28%
Mississippi	5	6.6	5.2	- -21%	+ 42.8	+ 35.6	-17%
Missouri	8	4.4	6.4	+ 45%	7.3	9.3	+ 28%
Montana	3	- 1.8	- 1.6	-11%	- 2.8	- 2.5	-11%
Nebraska	1	- 1.6	- 1.4	-13%	3.8	- 3.0	- -21%
Nevada	6	6.6	6.8	3%	10.9	12.3	13%
New Hampshire	2	2	2.4	20%	12.9	13.3	3%
New Jersey	18	15	15	0%	11.6	10.6	-9%
New Mexico	4	5.8	5.4	-7%	10.4	9.3	-11%
New York	38	+ 43	+ 41	-5%	10.5	6.9	- -35%
North Carolina	17	+ 22.8	+ 21.6	-5%	+ 23.9	+ 20.8	-13%
North Dakota	3	- 0.8	- 1.6	+ 100%	- 3.6	11.2	+ 211%
Ohio	18	+ 16.2	18.2	12%	10.9	11.3	4%
Oklahoma	5	5.6	6.6	18%	14.5	14.9	3%
Oregon	10	11	7.6	- -31%	- 3.2	- 1.7	- -46%
Pennsylvania	16	15	15.6	4%	7.1	5.3	- -25%
Rhode Island	2	- 0.8	- 1.4	+ 75%	4.3	6.7	+ 55%
South Carolina	25	15	16.6	11%	+ 28.5	+ 26.4	-7%
South Dakota	0	- 0.6	- 0.6	0%	- 2.9	- 2.9	1%
Tennessee	9	6.2	8	29%	+ 18.1	+ 22.2	+ 23%
Texas	65	+ 47.2	+ 53.8	14%	17.4	16.2	-7%
Utah	5	5.4	5.6	4%	6.1	5.2	-15%
Vermont	1	- 0.2	- 1	+ 400%	- 1.1	4.3	+ 301%
Virginia	10	9.8	11.2	14%	8.2	6.6	-19%
Washington	17	9.8	12.2	24%	4.1	4.0	0%
West Virginia	1	- 1.2	- 1	- -17%	11.7	9.4	-20%
Wisconsin	11	9.4	10.2	9%	4.7	4.4	-6%
Wyoming	1	- 0.8	- 1.2	+ 50%	- 2.8	4.7	+ 71%

Bicyclist Fatalities: As a Percent of All Traffic Fatalities & Per Capita [46]

STATES	BICYCLIST FATALITIES AS A % OF ALL TRAFFIC FATALITIES		% CHANGE IN BICYCLIST FATALITIES AS A % OF ALL TRAFFIC FATALITIES	BICYCLIST FATALITIES PER 100K PERSONS
	Avg. 2007-11	Avg. 2012-16		2012-2016
Alabama	- 0.6%	- 0.8%	29%	0.14
Alaska	2.0%	1.8%	- -10%	0.16
Arizona	+ 2.5%	+ 3.2%	30%	+ 0.41
Arkansas	- 0.7%	0.9%	26%	0.15
California	+ 3.4%	+ 4.3%	26%	+ 0.35
Colorado	2.0%	2.5%	24%	+ 0.24
Connecticut	2.0%	1.3%	- -33%	- 0.10
Delaware	+ 2.6%	2.2%	- -16%	+ 0.28
Florida	+ 4.2%	+ 5.1%	24%	+ 0.69
Georgia	1.3%	1.8%	+ 38%	0.23
Hawaii	+ 2.4%	2.0%	- -19%	0.14
Idaho	1.3%	1.2%	- -11%	0.16
Illinois	+ 2.3%	+ 2.7%	15%	0.21
Indiana	1.6%	1.8%	13%	0.22
Iowa	1.4%	1.3%	-3%	0.15
Kansas	0.8%	1.5%	+ 78%	0.19
Kentucky	- 0.6%	- 0.8%	33%	- 0.13
Louisiana	1.9%	+ 2.9%	+ 57%	+ 0.46
Maine	0.7%	1.5%	+ 97%	0.17
Maryland	1.3%	1.7%	32%	0.14
Massachusetts	2.1%	+ 2.8%	+ 34%	0.15
Michigan	+ 2.4%	+ 2.9%	19%	+ 0.28
Minnesota	1.9%	1.8%	- -7%	- 0.13
Mississippi	0.9%	- 0.8%	-10%	0.17
Missouri	- 0.5%	- 0.8%	+ 56%	- 0.11
Montana	0.7%	- 0.8%	8%	0.16
Nebraska	0.8%	- 0.6%	- -24%	- 0.07
Nevada	2.3%	2.3%	2%	+ 0.24
New Hampshire	1.8%	2.0%	12%	0.18
New Jersey	+ 2.5%	+ 2.6%	7%	0.17
New Mexico	1.6%	1.6%	0%	+ 0.26
New York	+ 3.5%	+ 3.7%	5%	0.21
North Carolina	1.7%	1.6%	-2%	0.22
North Dakota	- 0.7%	1.3%	+ 91%	0.22
Ohio	1.5%	1.7%	16%	0.16
Oklahoma	0.8%	1.0%	25%	0.17
Oregon	+ 2.9%	1.9%	- -33%	0.19
Pennsylvania	1.1%	1.3%	16%	- 0.12
Rhode Island	1.2%	2.3%	+ 95%	- 0.13
South Carolina	1.6%	1.9%	12%	+ 0.34
South Dakota	- 0.5%	- 0.4%	- -5%	- 0.07
Tennessee	- 0.6%	- 0.8%	34%	- 0.12
Texas	1.5%	1.5%	4%	0.20
Utah	2.1%	2.2%	9%	0.19
Vermont	- 0.3%	1.7%	+ 513%	0.16
Virginia	1.2%	1.5%	23%	0.13
Washington	1.9%	+ 2.5%	27%	0.17
West Virginia	- 0.3%	- 0.4%	4%	- 0.05
Wisconsin	1.5%	1.8%	15%	0.18
Wyoming	- 0.6%	- 0.8%	+ 48%	0.21

FIGURE 2.6.4 - BICYCLIST FATALITIES: AS A PERCENT OF ALL TRAFFIC FATALITIES & PER CAPITA

Legend: **Green** = 10 lowest values; **Red** = 10 highest values

Pedestrian Fatalities: Youth [47], Seniors [48], & People of Color [49]

FIGURE 2.6.5 - PEDESTRIAN FATALITIES: YOUTH, SENIORS, & PEOPLE OF COLOR (NOT WHITE ALONE, NON-HISPANIC)

Legend: **Green** = 10 lowest values; **Red** = 10 highest values

STATES	% OF PEDESTRIAN FATALITIES WHO ARE YOUTH (UNDER AGE 18)	UNDER-REPRESENTATION OF YOUTH AMONG PEDESTRIAN FATALITIES (IN % POINTS)	% OF PEDESTRIAN FATALITIES WHO ARE SENIORS (AGE 65+)	OVER- OR UNDER-REPRESENTATION OF SENIORS AMONG PEDESTRIAN FATALITIES (IN % POINTS)	% OF PEDESTRIAN FATALITIES WHO ARE PPL OF COLOR	OVER- OR UNDER-REPRESENTATION OF PPL OF COLOR AMONG PEDESTRIAN FATALITIES (IN % POINTS)
Alabama	7%	-15.5	13%	-2.4	40%	6.6
Alaska	12%	-13.8	15%	6.0	63%	25.4
Arizona	5%	-19.0	16%	0.3	38%	-5.7
Arkansas	7%	-16.3	9%	-6.4	33%	6.4
California	5%	-18.1	25%	12.0	39%	-22.2
Colorado	8%	-15.5	16%	3.3	23%	-8.1
Connecticut	6%	-15.3	25%	9.8	38%	7.0
Delaware	4%	-17.5	13%	-3.0	30%	-6.7
Florida	6%	-14.5	20%	0.5	27%	-17.9
Georgia	8%	-16.8	11%	-1.1	77%	30.8
Hawaii	4%	-17.8	35%	18.5	73%	-4.4
Idaho	11%	-15.5	25%	10.3	9%	-7.9
Illinois	8%	-14.9	23%	8.8	34%	-3.5
Indiana	9%	-15.1	15%	1.2	39%	19.3
Iowa	11%	-12.0	24%	7.8	21%	7.7
Kansas	9%	-15.5	22%	7.2	24%	0.6
Kentucky	8%	-14.5	16%	0.7	18%	3.2
Louisiana	6%	-17.8	9%	-4.3	60%	18.9
Maine	6%	-13.3	34%	15.6	15%	9.1
Maryland	5%	-17.4	16%	2.6	56%	8.1
Massachusetts	5%	-15.1	35%	19.6	28%	2.1
Michigan	8%	-14.1	14%	-1.0	48%	24.1
Minnesota	9%	-14.1	29%	14.3	27%	8.8
Mississippi	7%	-17.8	9%	-5.5	51%	8.1
Missouri	8%	-15.1	15%	-0.2	32%	12.3
Montana	4%	-17.4	19%	2.7	45%	31.6
Nebraska	13%	-11.3	22%	8.0	21%	1.2
Nevada	6%	-17.4	24%	9.9	32%	-16.7
New Hampshire	9%	-11.3	35%	19.2	4%	-5.2
New Jersey	6%	-16.9	26%	11.1	36%	-7.0
New Mexico	3%	-20.8	11%	-4.1	50%	-11.6
New York	6%	-15.6	31%	15.8	54%	10.1
North Carolina	9%	-13.6	12%	-2.3	41%	4.6
North Dakota	16%	-6.6	10%	-4.6	35%	21.9
Ohio	10%	-13.0	16%	0.2	27%	6.7
Oklahoma	5%	-19.0	12%	-2.1	38%	5.1
Oregon	5%	-16.6	22%	5.7	11%	-12.0
Pennsylvania	8%	-13.2	27%	9.9	*PA did not code any race for any pedestrian fatalities	
Rhode Island	5%	-14.6	36%	20.6	25%	-0.5
South Carolina	7%	-15.5	13%	-2.7	45%	8.4
South Dakota	13%	-11.9	9%	-5.8	41%	23.5
Tennessee	6%	-16.8	17%	1.6	36%	10.2
Texas	7%	-19.5	13%	1.9	38%	-18.8
Utah	19%	-11.2	15%	5.3	21%	0.5
Vermont	7%	-12.4	31%	14.1	0%	-6.6
Virginia	5%	-17.6	20%	6.0	47%	10.6
Washington	7%	-15.5	26%	11.6	26%	-3.7
West Virginia	7%	-13.0	10%	-7.9	5%	-2.6
Wisconsin	9%	-13.6	24%	8.6	24%	6.4
Wyoming	4%	-19.7	32%	18.2	12%	-3.6

Bicyclist Fatalities: Youth [50], Seniors [51], & People of Color [52]

FIGURE 2.6.6 - BICYCLIST FATALITIES: YOUTH, SENIORS, & PEOPLE OF COLOR (NOT WHITE ALONE, NON-HISPANIC)

Legend: **Green** = 10 lowest values; **Red** = 10 highest values

STATE	% OF BICYCLIST FATALITIES WHO ARE YOUTH (UNDER AGE 18)	OVER- OR UNDER-REPRESENTATION OF YOUTH AMONG BICYCLIST FATALITIES (IN % POINTS)	% OF BICYCLIST FATALITIES WHO ARE SENIORS (AGE 65+)	OVER- OR UNDER-REPRESENTATION OF SENIORS AMONG BICYCLIST FATALITIES (IN % POINTS)	% OF BICYCLIST FATALITIES WHO ARE PPL OF COLOR	OVER- OR UNDER-REPRESENTATION OF PPL OF COLOR AMONG BICYCLIST FATALITIES (IN % POINTS)
Alabama	14%	-8.5	9%	-6.8	31%	-2.4
Alaska	+ 50%	+ 24.6	- 0%	- -9.4	33%	-4.7
Arizona	- 6%	- -18.2	+ 27%	+ 11.1	15%	- -29.3
Arkansas	+ 57%	+ 32.8	9%	-7.0	22%	-4.9
California	- 5%	- -18.4	+ 16%	+ 3.3	30%	- -31.4
Colorado	8%	-15.4	11%	-1.7	- 8%	- -23.2
Connecticut	+ 28%	+ 6.3	+ 22%	+ 6.8	+ 37%	+ 5.5
Delaware	- 0%	- -21.8	15%	-1.1	23%	-13.4
Florida	7%	-13.5	+ 17%	-2.2	23%	- -21.8
Georgia	12%	-12.6	- 7%	-5.4	+ 65%	+ 18.8
Hawaii	- 0%	- -21.7	10%	-6.1	+ 50%	- -27.6
Idaho	+ 31%	+ 4.5	- 0%	- -14.3	- 8%	-9.4
Illinois	13%	-10.3	11%	-3.3	24%	-13.5
Indiana	8%	-15.6	7%	-7.3	+ 47%	+ 27.4
Iowa	13%	-10.3	+ 17%	+ 1.6	22%	+ 8.7
Kansas	7%	-17.7	14%	-0.1	14%	-8.9
Kentucky	+ 31%	+ 8.1	- 7%	- -7.9	- 10%	-4.3
Louisiana	19%	-5.0	8%	-6.1	+ 65%	+ 24.7
Maine	18%	-1.3	9%	- -9.1	18%	+ 11.9
Maryland	16%	-6.3	7%	-6.8	+ 47%	-1.0
Massachusetts	10%	-10.9	13%	-1.6	29%	2.6
Michigan	6%	-15.9	+ 17%	+ 1.1	37%	+ 12.4
Minnesota	+ 23%	+ -0.6	9%	-5.7	14%	-4.4
Mississippi	12%	-12.9	8%	-6.6	35%	-8.2
Missouri	13%	-10.4	9%	-6.0	31%	+ 11.3
Montana	+ 38%	+ 15.6	- 0%	- -16.7	13%	-0.7
Nebraska	- 0%	- -24.7	14%	-0.1	- 0%	- -19.7
Nevada	12%	-11.6	- 6%	- -8.2	24%	- -25.2
New Hampshire	- 0%	- -20.0	8%	-7.5	- 0%	-8.8
New Jersey	8%	-14.5	- 7%	- -8.1	36%	-7.3
New Mexico	- 4%	- -20.3	11%	-4.2	30%	- -31.7
New York	15%	-6.2	13%	-2.0	+ 45%	1.3
North Carolina	12%	-10.9	11%	-3.6	+ 39%	2.9
North Dakota	+ 25%	+ 2.3	+ 17%	+ 2.4	25%	+ 11.4
Ohio	16%	-6.2	+ 16%	+ 1.0	18%	-2.5
Oklahoma	6%	- -18.4	15%	0.7	36%	3.3
Oregon	- 5%	-16.3	13%	-2.8	- 5%	- -17.7
Pennsylvania	18%	-3.1	9%	-7.7	*PA did not code any race for any bicyclist fatalities	
Rhode Island	14%	-5.8	+ 43%	+ 27.1	29%	2.6
South Carolina	7%	-15.1	12%	-3.7	+ 37%	1.2
South Dakota	- 0%	- -24.4	- 0%	- -15.2	33%	+ 16.2
Tennessee	18%	-5.3	8%	-7.5	25%	-0.5
Texas	15%	-10.9	11%	0.0	+ 37%	- -19.3
Utah	14%	-16.3	7%	-2.9	18%	-2.8
Vermont	+ 20%	+ 0.7	- 0%	- -17.0	- 0%	-6.6
Virginia	11%	-11.7	16%	+ 2.3	32%	-4.7
Washington	10%	-12.8	13%	-0.9	16%	-13.2
West Virginia	+ 40%	+ 19.5	- 0%	- -17.8	- 0%	-7.6
Wisconsin	8%	-14.7	12%	-3.4	- 10%	-8.0
Wyoming	- 0%	- -23.7	+ 33%	+ 19.5	- 0%	-15.6

Family on bikes on trail, photo courtesy of Minnesota DOT (@Flickr)

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50 See footnote 47.

51 See footnote 48.

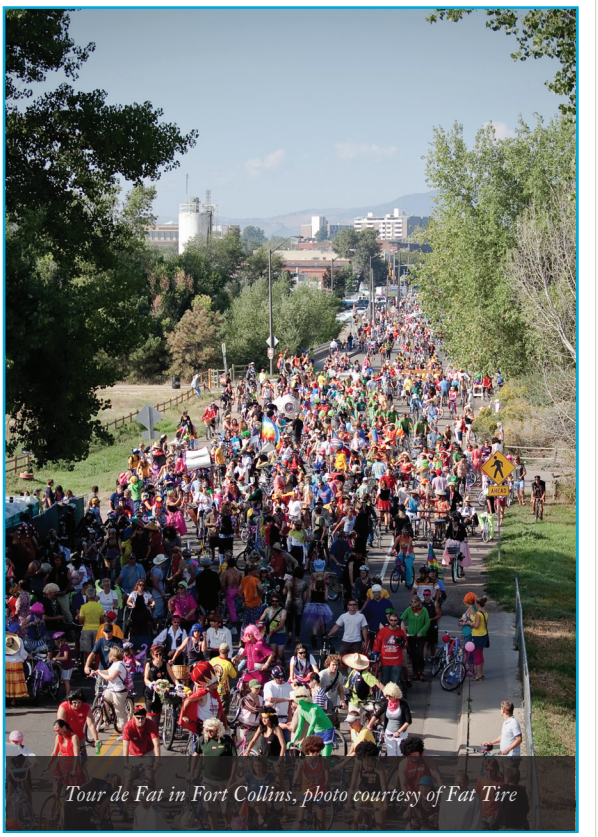
52 See footnote 49.

2.7 - STATES: PLANS & POLICIES

This section – States: Plans and Policies – looks at public policies created by states and published through a formal process. These plans and policies provide a basis for coordination between state agencies, local agencies, and other entities so that all stakeholders involved in transportation decision making have a common understanding of the goals of the state and the policies and tools the state has adopted to accomplish its goals for bicycling and walking.

This section looks at three principle sources of public policy for bicycling and walking at the state level:

- **BICYCLE AND/OR PEDESTRIAN PLANS:** These plans can serve a variety of purposes and be developed in a variety of ways. In some states, such as Maryland, they are developed and coordinated with capital improvement plans. In others, such as Wyoming, they have been developed at the direction of the legislature. Common purposes for bicycle and/or pedestrian plans include reviewing relevant state policies, developing project prioritization processes, and coordinating policies and funding decisions with state and local stakeholders.
- **COMPLETE STREETS ACTIONS:** Complete Streets policies ensure that streets are planned, designed, and operated with the needs of all users in mind including pedestrians, bicyclists, motorists and transit riders of all ages and abilities. Complete Streets actions can take a variety of forms, such as legislation, policies adopted by the state Department of Transportation, and design guidance that gives planners and engineers the tools to put a policy into practice.
- **STRATEGIC HIGHWAY SAFETY PLANS (SHSP):** The SHSP is required as part of receiving federal Highway Safety Improvement Program (SHSP) funding. It is a statewide-coordinated safety plan that provides a comprehensive framework for reducing highway fatalities and serious injuries on all public roads.[53] Data from each state's SHSP is collected by the Federal Highway Administration's Roadway Safety Professional Capacity Building program and is interpreted into the categories identified in this report.



Tour de Fat in Fort Collins, photo courtesy of Fat Tire

Statewide Plans Supporting Improvements for Pedestrians & Bicyclists [54]

	BIKE PLAN	PEDESTRIAN PLAN	COMBINED BIKE & PEDESTRIAN PLAN	FIRST YEAR ADOPTED	YR OF MOST RECENT PLAN ADOPTION
Alabama			•	2010	2010
Alaska			•	1995	1995
Arizona			•	2003	2013
Arkansas			•	1998	2017
California			•	2016	2017
Colorado			•	2012	2015
Connecticut			•	2009	2009
Delaware	•	•		2006	2018
Florida			•	2013	2013
Georgia	•			2006	2010
Hawaii	•	•		1977	2003
Idaho			•	Unknown	2014
Illinois	•			2014	2014
Indiana			•	Unknown	2006
Iowa				None	None
Kansas			•	1995	1995
Kentucky			•	2002	2002
Louisiana			•	1998	2009
Maine				None	None
Maryland			•	2002	2014
Massachusetts	•	•		1998	2008
Michigan			•	2016	2016
Minnesota	•			2005	2016
Mississippi				Unknown	None
Missouri				Unknown	None
Montana				Unknown	None
Nebraska				Unknown	None
Nevada	•			1990	2013
New Hampshire			•	1995	2000
New Jersey			•	1995	2016
New Mexico				None	None
New York			•	1997	1997
North Carolina			•	2013	2013
North Dakota	•			Unknown	1994
Ohio			•	1989	1989
Oklahoma				None	None
Oregon			•	1995	2016
Pennsylvania			•	1997	2007
Rhode Island				None	None
South Carolina				None	None
South Dakota				None	None
Tennessee	•	•	•	2005	2011
Texas				None	None
Utah	•			2014	2014
Vermont			•	1998	2008
Virginia	•	•		2011	2011
Washington			•	2008	2008
West Virginia	•			Unknown	2012
Wisconsin	•	•		1998	2002
Wyoming			•	2002	2002

FIGURE 2.7.1 - STATEWIDE PLANS SUPPORTING IMPROVEMENTS FOR PEDESTRIANS & BICYCLISTS

Legend:
Green = 10 first states to adopt a bike or pedestrian plan;
Red = State has never adopted a bike or pedestrian plan

Nearly One-Quarter of all states have never completed a bicycle or pedestrian statewide plan.

Since 2006, states have adopted 26 statewide bicycle and/or pedestrian plans, including 11 states that adopted such a plan for the first time.

Note regarding Figure 2.7.2 on the following page: More than One-Third of states have not taken an action to create a Complete Streets policy according to data from the National Complete Streets Coalition.

Nearly 70% of the states that have taken an action to create a Complete Streets policy took action for the first time after 2007.

Complete Streets Actions

FIGURE 2.7.2 - COMPLETE STREETS ACTIONS FOR INTEGRATING PEDESTRIANS & BICYCLISTS IN TRANSPORTATION PROJECTS

Legend: **Green** = 10 first states to adopt a Complete Streets policy; **Red** = States has never adopted a Complete Streets policy

STATE	FIRST YEAR OF ACTION [55]	FIRST TYPE OF ACTION [55]	YEAR OF MOST RECENT STATE ACTION (IF DIFFERENT) [55]	# OF SUB-STATE ACTIONS IN EACH STATE [55]		REPORTED COMPLETE STREETS TRAINING [56]
				Prior to & including 2007	Since 2007	
Alabama	None Taken			0	17	Yes
Alaska	None Taken			0	3	No
Arizona	None Taken			0	7	No
Arkansas	None Taken			0	5	Yes
California	2001	DOT Policy	2008	7	103	Yes
Colorado	2009	DOT Policy	2010	3	4	Yes
Connecticut	2009	DOT Policy	2014	0	12	No
Delaware	2009	DOT Policy		0	1	Yes
Florida	1984	Legislation	2014	2	73	Yes
Georgia	2012	DOT Policy		0	24	Yes
Hawaii	2009	Legislation		0	5	No
Idaho	None Taken			0	7	No
Illinois	2007	Legislation		1	52	No
Indiana	2014	DOT Policy		0	23	Yes
Iowa	None Taken			2	32	Yes
Kansas	None Taken			0	12	No
Kentucky	2002	DOT Policy		0	12	Yes
Louisiana	2010	DOT Policy	2010	0	8	Yes
Maine	2014	DOT Policy		0	11	Yes
Maryland	2000	Legislation	2012	0	14	Yes
Massachusetts	1996	Design Guide	2013	1	182	Yes
Michigan	2010	Legislation	2012	4	101	No
Minnesota	2010	Legislation	2016	0	47	Yes
Mississippi	2010	DOT Policy		0	10	No
Missouri	2011	Resolution		2	44	Yes
Montana	None Taken			0	12	No
Nebraska	None Taken			0	5	No
Nevada	2017	DOT Policy		0	5	Yes
New Hampshire	None Taken			0	18	No
New Jersey	2009	DOT Policy	2017	0	156	Yes
New Mexico	2017	Resolution		0	12	No
New York	2011	Legislation		0	125	Yes
North Carolina	2000	DOT Policy	2012	0	15	Yes
North Dakota	None Taken			0	1	No
Ohio	None Taken			2	22	No
Oklahoma	None Taken			0	10	No
Oregon	1971	Legislation		0	2	No
Pennsylvania	2007	DOT Policy		0	13	Yes
Rhode Island	1997	Legislation	2012	0	9	No
South Carolina	2003	Resolution	2003	1	14	Yes
South Dakota	None Taken			0	1	Not Reported
Tennessee	2003	DOT Policy	2015	0	12	No
Texas	2011	DOT Policy		2	12	No
Utah	2013	DOT Policy		0	5	Yes
Vermont	2008	Legislation	2011	0	0	Yes
Virginia	2004	DOT Policy	2004	0	9	Yes
Washington	2011	Legislation		3	96	Yes
West Virginia	2013	Legislation		0	8	No
Wisconsin	None Taken			1	15	No
Wyoming	None Taken		50%	1	0	No

State Goals & Support for Efforts to Reach Zero Traffic Deaths

FIGURE 2.7.3 - STATE GOALS & SUPPORT FOR EFFORTS TO REACH ZERO TRAFFIC DEATHS

Legend: **Green** = Agency participating in Road to Zero Coalition
Red = Strategic Highway Safety Plan does not support Toward Zero Deaths National Strategy

STATE	ROAD TO ZERO COALITION MEMBER [57]	HIGHLIGHTED STRATEGIC HIGHWAY SAFETY PLAN (SHSP) GOAL [58]	SHSP SUPPORTS TOWARD ZERO DEATHS NAT'L STRATEGY [58]	PUBLISHED YEAR OF SHSP [58]
Alabama		Reduce fatalities and serious injuries by 50 percent by 2035.	Yes	2017
Alaska		Reduce the rate of fatalities and major injuries by one third over the next 10 years.	Yes	2013
Arizona	**Arizona DOT**	Reduce fatalities and the occurrence and severity of serious injuries on all public roadways in Arizona.	Yes	2014
Arkansas	**Arkansas Highway & Transportation Department**	Reduce the number of non-motorized fatalities and serious injuries to 131 by 2022.	Yes	2017
California		Toward Zero Deaths	Yes	2015
Colorado		Towards Zero Deaths (TZD)... For Colorado,... means saving an average of one life per month or reducing fatalities from 548 in 2008 to 416 by 2019.	Yes	2014
Connecticut	**Connecticut DOT**	Reduce the number of fatalities and serious injuries on all public roads in Connecticut 15 percent by 2021 (based on a 5-year moving average).	**No**	2017
Delaware		Achieve a reduction of at least 3 fatalities and 15 serious injuries annually and continue to reduce the total number of fatalities and serious injuries to achieve at least a 50 percent reduction by 2035.	Yes	2015
Florida	**Florida Department of Transportation**	None Listed	Yes	2016
Georgia		Reduce total traffic fatalities by 9% from 1,222 (2010-2012 average) to 1,111 (2013-2015 average) in 2015.	Yes	2015
Hawaii		Reduce yearly fatalities from 100 to 80 or fewer by 2018, toward the ultimate goal of zero deaths.	Yes	2014
Idaho		Reduce number of traffic deaths to 185 or fewer.	Yes	2016
Illinois	**Illinois DOT**	The ILSHSP "Zero Fatalities" goal, established at the 2008 Illinois Safety Summit, envisions reducing fatalities on Illinois roads to zero in the long term.	Yes	2017
Indiana		Move toward zero deaths resulting from traffic crashes.	Yes	2016
Iowa		A fatality rate of 1 per 100 million vehicle-miles traveled (VMT) and a rate for serious injuries at 4.3 per 100 million VMT by 2020.	Yes	2016
Kansas		Reduce fatalities and disabling injuries by half in 20 years (base period 2005 to 2009).	Yes	2014
Kentucky		Achieving a 50 percent reduction in average annual fatalities between 2014 and 2030 and moving Kentucky roadways Toward Zero Deaths.	Yes	2015
Louisiana	**Louisiana Center for Transportation Safety**	To halve fatalities by 2030.	Yes	2017
Maine		Maine's overall safety goal is to drive safety performance toward zero deaths.	Yes	2017
Maryland		Reduce the annual number of traffic-related fatalities on all roads in Maryland from 466 in 2013 to 387 or fewer by December 31, 2020.	Yes	2016
Massachusetts	**MassDOT**	Halve the number of fatalities and serious injuries by 2030 (Interim Goal); and Move Toward Zero Deaths and eliminate fatalities and serious injuries on the roadways (Long-Term Goal).	Yes	2013
Michigan	**Michigan Department of State**	Prevent traffic fatalities from reaching 967 in 2018. Prevent serious traffic injuries from reaching 4,600 in 2018.	Yes	2016
Minnesota	**Minnesota Office of Traffic Safety**	Zero roadway fatalities.	Yes	2014
Mississippi		Reduce the number of traffic fatalities by 25% to 525 by 2017.	Yes	2014
Missouri		NO lives are lost due to a traffic crash.	Yes	2016

FIGURE 2.7.3 (CONTINUED) - STATE GOALS & SUPPORT FOR EFFORTS TO REACH ZERO TRAFFIC DEATHS

Legend: **Green** = Agency participating in Road to Zero Coalition
Red = Strategic Highway Safety Plan does not support Toward Zero Deaths National Strategy

STATE	ROAD TO ZERO COALITION MEMBER [57]	HIGHLIGHTED STRATEGIC HIGHWAY SAFETY PLAN (SHSP) GOAL [58]	SHSP SUPPORTS TOWARD ZERO DEATHS NAT'L STRATEGY [58]	PUBLISHED YEAR OF SHSP [58]
Montana		Interim goal of halving fatalities and serious injuries from 1,705 in 2007 to 852 in 2030.	Yes	2015
Nebraska	**Nebraska DOT Highway Safety Office**	To reduce traffic fatalities per 100 million VMT from 1.10 (2011-2015 average fatality rate) to 0.90 fatalities by December 31, 2021. The State's ultimate goal is toward zero deaths.	Yes	2017
Nevada	**Nevada Office of Traffic Safety**	The overall goal for Nevada is Zero Fatalities. Specifically Nevada will need to: Reduce annual fatalities [by half] by 2030 and reduce serious injuries [by half] by 2030.	Yes	2016
New Hampshire		Though our overall goal is to realize zero fatalities, we have set a plan goal of reducing the number of fatalities and serious injuries by 50 percent from 2010 by the year 2030.	Yes	2017
New Jersey		To achieve its long-term vision, New Jersey has established a 2.5% per year reduction in the 5-year rolling average of fatalities and serious injuries.	Yes	2015
New Mexico	**New Mexico DOT & NMDOT Traffic Safety Division**	Reduce fatalities and serious injuries for all users on all New Mexico roadways.	**No**	2017
New York		Reduce non-motorized fatalities and serious injuries from the 5-year moving average of 2,872 in 2015 to 2,493 in 2022.	**No**	2017
North Carolina	**North Carolina DOT Rail Division**	Cut the fatalities and serious injuries in North Carolina in half based on the 2013 figures,... before 2030.	Yes	2015
North Dakota		Reduce the 3- year average of traffic fatalities to 100 or fewer by 2020.	Yes	2013
Ohio		Reduce the number of fatalities from 1,046 to 965 between 2013 and 2017.	Yes	2015
Oklahoma		Fatalities are to be held to or below: [Number given for each of next four years]	Yes	2015
Oregon		Healthy, Livable Communities - Plan, design, and implement safe systems. Support enforcement and emergency medical services to improve the safety and livability of communities, including improved health outcomes.	Yes	2016
Pennsylvania		Reduce average fatalities and serious injuries to support the national effort of ending fatalities on our nation's roads within the next 30 years.	Yes	2017
Rhode Island	**Rhode Island DOT**	Adopt the goal of "Toward Zero Deaths" with an interim goal to halve fatalities and serious injuries by 2030.	Yes	2012
South Carolina		Zero traffic fatalities.	Yes	2015
South Dakota		Reduce the fatal and serious-injury crash rates by 15 percent by 2020.	No	2014
Tennessee	**Tennessee DOT**	Fatalities: Reduce the number of fatalities by 10% within the next five years.	Yes	2015
Texas		None Listed	Yes	2017
Utah		In our quest to reach Zero Fatalities, the State of Utah has adopted the AASHTO goal of reducing fatalities by 2.5 percent per year.	Yes	2015
Vermont		Reduce major crashes in Vermont another 10%.	Yes	2017
Virginia	**Virginia Department of Motor Vehicles**	Reduce deaths and serious injuries by 50% by 2030.	Yes	2017
Washington	**Washington Traffic Safety Commission**	Target Zero	Yes	2016
West Virginia		To achieve a 50-percent reduction in fatalities by 2030 and a 66 percent reduction in serious injuries by 2030.	Yes	2017
Wisconsin		By 2020: 10% reduction in number of non-motorized fatalities and non-motorized serious injuries (5% reduction each year)	**No**	2017
Wyoming	**Wyoming DOT**	Steer the state of Wyoming "Towards Zero Deaths." All travelers in Wyoming, whether they drive, ride, walk, or ride a bike should safely arrive at their destinations.	Yes	2017

State Strategic Highway Safety Plan Emphasis Areas & Strategies for Biking & Walking Safety

FIGURE 2.7.4 - STATE STRATEGIC HIGHWAY SAFETY PLAN EMPHASIS AREAS & STRATEGIES FOR BIKING & WALKING SAFETY

Legend: **Green** = 10 lowest values; **Red** = 10 highest values

STATE	AVERAGE (2012-2016) BICYCLIST FATALITIES AS A % OF ALL TRAFFIC FATALITIES [59]	AVERAGE (2012-2016) PEDESTRIAN FATALITIES AS A % OF ALL TRAFFIC FATALITIES [59]	NAME OF BICYCLIST SAFETY EMPHASIS AREA [60]	NAME OF PEDESTRIAN SAFETY EMPHASIS AREA [60]	MOST COMMON BICYCLIST SAFETY STRATEGY [60]	MOST COMMON PEDESTRIAN SAFETY STRATEGY [60]
Alabama	0.8%	10.0%				
Alaska	1.8%	15.4%				
Arizona	3.2%	17.6%	Nonmotorized Users - Bicyclists	Nonmotorized Users - Pedestrians	Tie (Education & Legislative/Policy/ Programmatic)	Engineering
Arkansas	0.9%	8.4%	Vulnerable Road User - Bicyclists/Pedestrians		Tie (Enforcement/Adjudication & Engineering)	
California	4.3%	23.6%	Bicycling	Pedestrians	Tie (Education & Engineering)	Engineering
Colorado	2.5%	12.6%	Bicyclists & Pedestrians		Engineering	Engineering
Connecticut	1.3%	16.8%	Non-Motorized Road Users - Pedestrians, Bicyclists		Tie (Education, Engineering & Legislative/ Policy/Programmatic)	
Delaware	2.2%	24.3%		Pedestrians		Engineering
Florida	5.1%	21.2%	Pedestrians & Bicyclists		Legislative/Policy/Programmatic	
Georgia	1.8%	14.3%		Non-Motorized Users - Pedestrians	Education	Tie (Education & Engineering)
Hawaii	2.0%	23.9%	Safeguarding Pedestrians & Bicyclists		Legislative/Policy/Programmatic	
Idaho	1.2%	6.2%	Vulnerable Roadway Users - Bicycle & Pedestrian		Education	Education
Illinois	2.7%	13.8%	Pedalcyclist	Pedestrians	Education	Engineering
Indiana	1.8%	10.0%	Bicycle Involved Crashes	Pedestrian Involved Crashes	Engineering	Engineering
Iowa	1.3%	6.2%				
Kansas	1.5%	7.2%				
Kentucky	0.8%	8.4%	Non-Motorized Users	Non-Motorized Users	Education	Education
Louisiana	2.9%	15.2%				
Maine	1.5%	8.5%	Bicyclists	Pedestrians	Education	Education
Maryland	1.7%	20.9%	Pedestrians & Bicyclists		Education	Education
Massachusetts	3.0%	22.3%	Bicycles	Pedestrians	Education	Engineering
Michigan	2.9%	15.7%	Pedestrian & Bicycle Safety		Tie (Education & Legislative/Policy/ Programmatic)	
Minnesota	1.8%	9.3%	Bicyclists	Pedestrians	Not Specified	Not Specified
Mississippi	0.8%	8.7%				
Missouri	0.8%	10.1%	Vulnerable Roadway Users - Bicyclists	Vulnerable Roadway Users - Pedestrians	Education	Engineering
Montana	0.8%	6.3%				
Nebraska	0.6%	6.0%				
Nevada	2.3%	23.0%		Pedestrians		Engineering
New Hampshire	2.0%	9.7%				
New Jersey	2.6%	27.5%	Pedestrians & Bicyclists		Engineering	Engineering
New Mexico	1.6%	17.7%	Bicycles	Pedestrians	Legislative/Policy/ Programmatic	Engineering

FIGURE 2.7.4 (CONTINUED) - STATE STRATEGIC HIGHWAY SAFETY PLAN EMPHASIS AREAS & STRATEGIES FOR BIKING & WALKING SAFETY

Legend: **Green** = 10 lowest values; **Red** = 10 highest values

STATE	AVERAGE (2012-2016) BICYCLIST FATALITIES AS A % OF ALL TRAFFIC FATALITIES [59]	AVERAGE (2012-2016) PEDESTRIAN FATALITIES AS A % OF ALL TRAFFIC FATALITIES [59]	NAME OF BICYCLIST SAFETY EMPHASIS AREA [60]	NAME OF PEDESTRIAN SAFETY EMPHASIS AREA [60]	MOST COMMON BICYCLIST SAFETY STRATEGY [60]	MOST COMMON PEDESTRIAN SAFETY STRATEGY [60]
New York	3.7%	27.3%				
North Carolina	1.6%	13.8%	Pedestrians & Bicyclists		Education	Education
North Dakota	1.9%	4.6%				
Ohio	1.7%	9.9%	Special Vehicles and Roadway Users - Bicycle Riders	Special Vehicles and Roadway Users - Pedestrians	Tie (Education & Engineering)	Education
Oklahoma	1.0%	9.8%				
Oregon	1.9%	15.5%	Vulnerable Users - Bicyclists	Vulnerable Users - Pedestrians	Engineering	Engineering
Pennsylvania	1.3%	13.0%	Improving Bicycle Safety	Improving Pedestrian Safety	Tie (Education & Engineering)	Engineering
Rhode Island	2.3%	20.3%				
South Carolina	1.9%	13.4%	Vulnerable Roadway Users - Bicyclists	Vulnerable Roadway Users - Pedestrians	Education	Tie (Education, Enforcement/ Adjudication, Engineering)
South Dakota	0.7%	4.9%				
Tennessee	0.8%	8.8%	Vulnerable Road Users - Bicyclists, Pedestrians, Senior Drivers, Motorcycles, Nonmotorized Road Users		Legislative/Policy/Programmatic	
Texas	1.5%	15.1%		Pedestrian Safety		Engineering
Utah	2.2%	13.5%	Bicycle Safety	Pedestrian Safety	Education	Engineering
Vermont	1.7%	9.4%	Vulnerable Users & Motorcyclists Safety - Increase Bicyclist Safety	Vulnerable Users & Motorcyclists Safety - Increase Pedestrian Safety	Education	Education
Virginia	1.5%	12.3%	Bicycles	Pedestrians	Education	Education
Washington	2.5%	14.8%	Bicyclists	Pedestrians	Tie (Education & Engineering)	Engineering
West Virginia	0.4%	8.1%				
Wisconsin	1.8%	8.3%	Improve Non-Motorist Safety		Tie (Education & Engineering)	
Wyoming	0.8%	4.1%	Bicycle & Pedestrian		Not Specified	Not Specified

"Most Common Strategies" were calculated by a simple count of all of strategies listed in the document and does not judge the relative resources devoted to each strategy or strategy type. The intent is to give readers an idea of the types of strategies that states are most often using to address bicyclist and pedestrian safety.

State Biking & Walking Design Guidance

FIGURE 2.7.5 - STATE BIKING & WALKING DESIGN GUIDANCE

Legend: **Green** = State has design guidance indicated

STATE	STATE HAS ENDORSED NACTO URBAN BIKEWAY DESIGN GUIDE [61]	STATE HAS ENDORSED NACTO URBAN STREET DESIGN GUIDE [62]	STATE HAS BIKE DESIGN GUIDE W/ GUIDANCE ON SEPARATED &/OR PROTECTED BIKE LANES [63]
Alabama	No	No	**Yes**
Alaska	No	No	Not Available
Arizona	No	No	No
Arkansas	No	No	**Yes**
California	**Yes**	**Yes**	**Yes**
Colorado	**Yes**	**Yes**	**Yes**
Connecticut	No	No	**Yes**
Delaware	**Yes**	**Yes**	**Yes**
Florida	No	**Yes**	**Yes**
Georgia	**Yes**	No	**Yes**
Hawaii	No	No	Not Available
Idaho	No	No	Not Available
Illinois	No	No	No
Indiana	No	No	**Yes**
Iowa	No	No	No
Kansas	No	No	**Yes**
Kentucky	No	No	Not Available
Louisiana	No	No	**Yes**
Maine	No	No	**Yes**
Maryland	No	No	**Yes**
Massachusetts	**Yes**	**Yes**	**Yes**
Michigan	No	No	**Yes**
Minnesota	No	**Yes**	**Yes**
Mississippi	No	No	**Yes**
Missouri	No	No	**Yes**
Montana	No	No	**Yes**
Nebraska	No	No	No
Nevada	No	No	No
New Hampshire	No	No	No
New Jersey	No	No	**Yes**
New Mexico	No	No	No
New York	No	No	**Yes**
North Carolina	No	No	**Yes**
North Dakota	No	No	**Yes**
Ohio	No	No	**Yes**
Oklahoma	No	No	No
Oregon	**Yes**	**Yes**	**Yes**
Pennsylvania	No	No	**Yes**
Rhode Island	No	No	No
South Carolina	No	No	**Yes**
South Dakota	No	No	Not Available
Tennessee	No	**Yes**	**Yes**
Texas	No	No	No
Utah	No	**Yes**	**Yes**
Vermont	No	No	No
Virginia	**Yes**	No	**Yes**
Washington	**Yes**	**Yes**	**Yes**
West Virginia	No	No	**Yes**
Wisconsin	No	No	No
Wyoming	No	No	No

Baltimore Bike Share, photo by Paul Wasneski (@Flickr)

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2.8 - STATES: TRAFFIC LAWS & TRAINING

FOR PEDESTRIAN & BICYCLIST SAFETY

This section – States: Traffic Laws & Training for Pedestrian and Bicyclist Safety – looks at state laws and driving training that is related to bicycle and pedestrian safety.

Over the course of the Benchmarking project there have been several notable developments in bicycle-related laws, including the proliferation of safe passing laws and the development of laws that regulate the use of electrically-assisted bicycles.

Distracted driving and automated enforcement laws – which can be found in Figure 2.8.2 – have been the subject of much interest in recent years. According to the National Conference of State Legislatures, 44 states considered over 230 distracted driving-related bills and 24 states considered 85 automated enforcement bills in 2017. [64] These laws often have limitations on their application to drivers or other complexities that are difficult to report in a table.

For Figure 2.8.2, the following notes will help you interpret the data reported:

- **LIMITED** – Law is limited to a specific type of person or specific locations and/or circumstances
- **PRIMARY** – Law can be enforced due to its own violation
- **SECONDARY** – Law can only be enforced if there is another violation as well

Dog in bike trailer (@pexels)

Laws That Promote Pedestrian & Bicyclist Safety

FIGURE 2.8.1 - LAWS THAT PROMOTE PEDESTRIAN & BICYCLIST SAFETY

Legend: **Green** = Law protects a bicyclist or pedestrian

STATE	MOTORIST MUST GIVE 3+ FT WHEN PASSING A BICYCLIST [65]	VULNERABLE ROAD USER DEFINED BY STATE LAW [65]	STATE LAW REGULATE WHETHER & HOW A BICYCLE MAY BE RIDDEN ON A SIDEWALK [65]	STATE LAW REQUIRES DRIVERS TO STOP FOR PEDESTRIANS IN CROSSWALKS [66]	STATE LAW REQUIRES DRIVERS TO STOP FOR PEDESTRIANS IN UNMARKED CROSSWALKS [66]
Alabama	**Yes**	No	No	Stop Required only if needed to Yield	Not addressed
Alaska	No	No	**Yes**	Only yield required	Not addressed
Arizona	**Yes**	No	No	Stop Required only if needed to Yield	Not addressed
Arkansas	**Yes**	No	No	Stop Required only if needed to Yield	**Yes, at intersections**
California	**Yes**	No	No	Only yield required	**Yes, at intersections**
Colorado	**Yes**	No	**Yes**	Stop Required only if needed to Yield	Not addressed
Connecticut	**Yes**	**Yes**	**Yes**	Stop Required only if needed to Yield	**Yes**
Delaware	**Yes**	**Yes**	**Yes**	Stop Required only if needed to Yield	Not addressed
Florida	**Yes**	**Yes**	**Yes**	Stop Required only if needed to Yield	Not addressed
Georgia	**Yes**	No	**Yes**	**Yes**	Not addressed
Hawaii	**Yes**	**Yes**	**Yes**	**Yes**	Not addressed
Idaho	No	No	**Yes**	Stop Required only if needed to Yield	Not addressed
Illinois	**Yes**	No	**Yes**	**Yes**	Not addressed
Indiana	No	No	No	Stop Required only if needed to Yield	Not addressed
Iowa	No	No	No	Stop Required only if needed to Yield	**Yes, at intersections**
Kansas	**Yes**	No	No	Stop Required only if needed to Yield	Not addressed
Kentucky	No	No	**Yes**	Stop Required only if needed to Yield	Not addressed
Louisiana	**Yes**	No	No	**Yes**	Not addressed
Maine	**Yes**	**Yes**	No	Only yield required	No, Marked only
Maryland	**Yes**	No	No	**Yes**	Not addressed
Massachusetts	No	No	**Yes**	Stop Required only if needed to Yield	No, Marked only
Michigan	**Yes**	No	**Yes**	No law found	No law found
Minnesota	**Yes**	No	**Yes**	**Yes**	**Yes, at intersections**
Mississippi	**Yes**	No	No	Stop Required only if needed to Yield	**Yes, at intersections**
Missouri	No	No	**Yes**	Stop Required only if needed to Yield	Not addressed
Montana	No	No	**Yes**	Stop Required only if needed to Yield	**Yes, at intersections**
Nebraska	**Yes**	No	**Yes**	**Yes**	Not addressed
Nevada	**Yes**	No	No	Stop Required only if needed to Yield	Not addressed
New Hampshire	**Yes**	No	No	Stop Required only if needed to Yield	Not addressed
New Jersey	No	No	**Yes**	**Yes**	**Yes, at intersections**
New Mexico	No	No	No	Stop Required only if needed to Yield	Not addressed
New York	No	No	No	Stop Required only if needed to Yield	Not addressed
North Carolina	No	No	No	Stop Required only if needed to Yield	**Yes, at or near intersections**
North Dakota	No	No	No	Stop Required only if needed to Yield	Not addressed
Ohio	**Yes**	No	**Yes**	Stop Required only if needed to Yield	Not addressed
Oklahoma	**Yes**	No	No	Stop Required only if needed to Yield	Not addressed
Oregon	**Yes, "fall over distance"**	**Yes**	**Yes**	**Yes**	Not addressed
Pennsylvania	**Yes**	No	**Yes**	Only yield required	**Yes, at intersections**
Rhode Island	**Yes, "fall over distance"**	No	**Yes**	Stop Required only if needed to Yield	Not addressed
South Carolina	No	No	No	Stop Required only if needed to Yield	Not addressed
South Dakota	**Yes**	No	**Yes**	Only yield required	**Yes, at intersections**
Tennessee	**Yes**	No	No	Stop Required only if needed to Yield	Not addressed
Texas	No	No	No	Only yield required	Not addressed
Utah	**Yes**	**Yes**	**Yes**	Stop Required only if needed to Yield	Not addressed
Vermont	No	**Yes**	No	Stop Required only if needed to Yield	Not addressed
Virginia	**Yes**	No	**Yes**	Only yield required	**Yes, at some types of intersections**
Washington	No	**Yes**	**Yes**	**Yes**	**Yes**
West Virginia	**Yes**	No	No	Stop Required only if needed to Yield	Not addressed
Wisconsin	**Yes**	No	**Yes**	Only yield required	**Yes**
Wyoming	**Yes**	No	No	Stop Required only if needed to Yield	Not addressed

Laws That Combat Bad Driving Behaviors

FIGURE 2.8.2 - LAWS THAT COMBAT BAD DRIVING BEHAVIORS

Legend: **Green** = Law combats bad driving behavior; **Red** = Law does not combat bad driving behavior

STATE	STATE LAW ALLOWS SPEED ENFORCEMENT CAMERAS [67]	STATE LAW ALLOWS RED LIGHT ENFORCEMENT CAMERAS [67]	STATE LAW PROHIBITS TEXTING WHILE DRIVING [68]	STATE LAW PROHIBITS USING A HANDHELD DEVICE WHILE DRIVING [68]
Alabama	No state law or programs	**Yes-Limited**	Yes (primary)	No
Alaska	No state law or programs	No state law or programs	Yes (primary)	No
Arizona	**Yes- Permitted**	**Yes- Permitted**	Yes-limited (secondary)	No
Arkansas	Prohibited. w/ narrow exceptions	Prohibited, w/ narrow exceptions	Yes (primary)	Yes-limited (primary)
California	No state law or programs	**Yes- Permitted**	Yes (primary)	**Yes (primary)**
Colorado	**Yes-Limited**	**Yes- Permitted**	Yes (primary)	No
Connecticut	No state law or programs	No state law or programs	Yes (primary)	**Yes (primary)**
Delaware	No state law or programs	**Yes- Permitted**	Yes (primary)	**Yes (primary)**
Florida	No state law or programs	**Yes- Permitted**	Yes (secondary)	No
Georgia	No state law or programs	**Yes- Permitted**	Yes (primary)	**Yes (primary)**
Hawaii	No state law or programs	No state law or programs	Yes (primary)	**Yes (primary)**
Idaho	No state law or programs	No state law or programs	Yes (primary)	No
Illinois	**Yes-Limited**	**Yes-Limited**	Yes (primary)	**Yes (primary)**
Indiana	No state law or programs	No state law or programs	Yes (primary)	No
Iowa	No state law, but programs exist	No state law, but programs exist	Yes (primary)	No
Kansas	No state law or programs	No state law or programs	Yes (primary)	No
Kentucky	No state law or programs	No state law or programs	Yes (primary)	No
Louisiana	**Yes-Limited**	**Yes-Limited**	Yes (primary)	Yes-limited (primary)
Maine	**Prohibited**	**Prohibited**	Yes (primary)	No
Maryland	**Yes-Limited**	**Yes- Permitted**	Yes (primary)	**Yes (primary)**
Massachusetts	No state law or programs	No state law or programs	Yes (primary)	No
Michigan	No state law or programs	No state law or programs	Yes (primary)	No
Minnesota	No state law or programs	No state law or programs	Yes (primary)	No
Mississippi	**Prohibited**	**Prohibited**	Yes (primary)	No
Missouri	No state law, but programs exist	No state law, but programs exist	Yes-limited (primary)	No
Montana	**Prohibited**	**Prohibited**	**No**	No
Nebraska	No state law or programs	No state law or programs	Yes (secondary)	No
Nevada	Prohibited, w/ narrow exceptions	Prohibited, w/ narrow exceptions	Yes (primary)	**Yes (primary)**
New Hampshire	**Prohibited**	**Prohibited**	Yes (primary)	**Yes (primary)**
New Jersey	**Prohibited**	**Prohibited**	Yes (primary)	**Yes (primary)**
New Mexico	**Yes-Limited**	**Yes-Limited**	Yes (primary)	Yes-limited
New York	**Yes-Limited**	**Yes-Limited**	Yes (primary)	**Yes (primary)**
North Carolina	No state law or programs	**Yes-Limited**	Yes (primary)	No
North Dakota	No state law or programs	No state law or programs	Yes (primary)	No
Ohio	Prohibited, w/ narrow exceptions	Prohibited, w/ narrow exceptions	Yes (secondary)	No
Oklahoma	No state law or programs	No state law or programs	Yes (primary)	Yes-limited (primary)
Oregon	**Yes-Limited**	**Yes- Permitted**	Yes (primary)	**Yes (primary)**
Pennsylvania	No state law or programs	**Yes-Limited**	Yes (primary)	No
Rhode Island	No state law or programs	**Yes- Permitted**	Yes (primary)	**Yes (primary)**
South Carolina	**Prohibited**	**Prohibited**	Yes (primary)	No
South Dakota	No state law or programs	No state law or programs	Yes (secondary)	No
Tennessee	**Yes- Permitted**	**Yes- Permitted**	Yes-limited (primary)	Yes-limited
Texas	**Prohibited**	**Yes-Limited**	Yes (primary)	No
Utah	Prohibited, w/ narrow exceptions	No state law or programs	Yes (primary)	No
Vermont	No state law or programs	No state law or programs	Yes (primary)	**Yes (primary)**
Virginia	No state law or programs	**Yes-Limited**	Yes (primary)	No
Washington	**Yes-Limited**	**Yes-Limited**	Yes (primary)	**Yes (primary)**
West Virginia	**Prohibited**	**Prohibited**	Yes (primary)	**Yes (primary)**
Wisconsin	**Prohibited**	**Prohibited**	Yes (primary)	No
Wyoming	No state law or programs	No state law or programs	Yes (primary)	No

Maps of State Laws [69]

FIGURE 2.8.3A - 3 FOOT+ PASSING LAWS

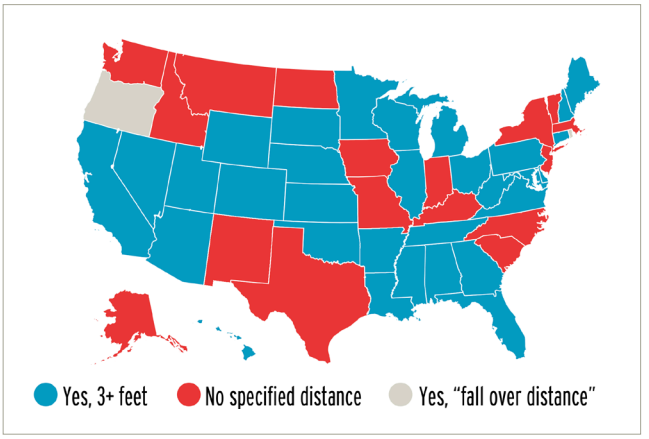


FIGURE 2.8.3B - STATE LAW REGULATES WHETHER & HOW BICYCLES CAN USE SIDEWALKS

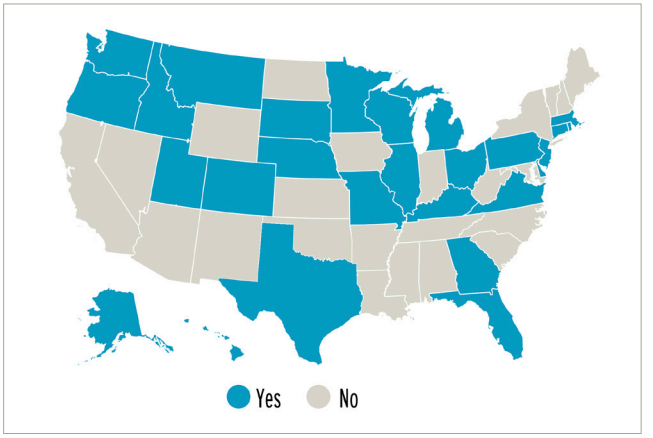


FIGURE 2.8.3C - STATE LAW REQUIRES DRIVERS TO STOP FOR PEDESTRIANS IN CROSSWALKS

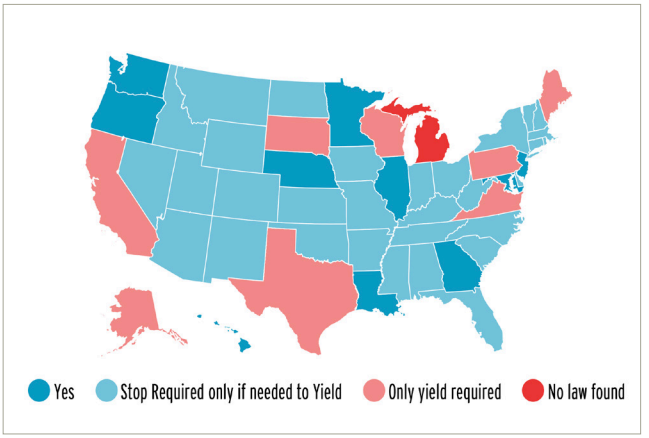


FIGURE 2.8.3D - STATE LAW REQUIRES DRIVERS TO STOP FOR PEDESTRIANS IN UNMARKED CROSSWALKS

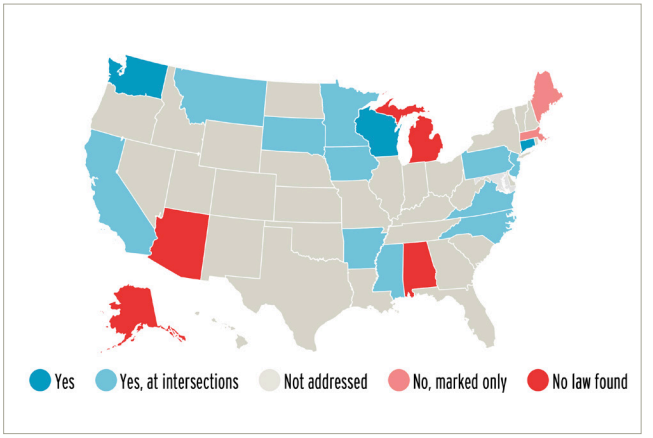


FIGURE 2.8.3E - STATE LAW ALLOWS SPEED ENFORCEMENT CAMERAS

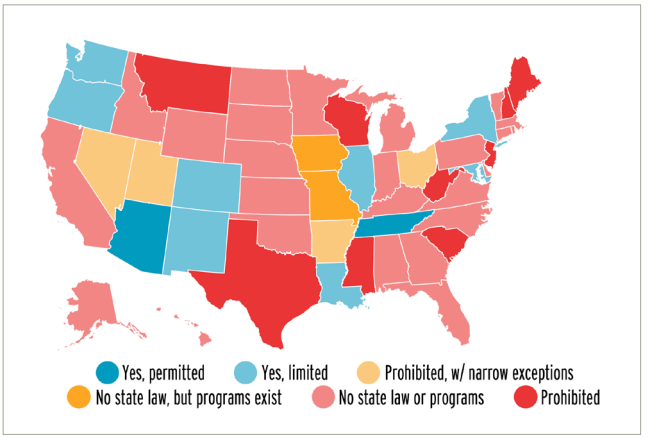
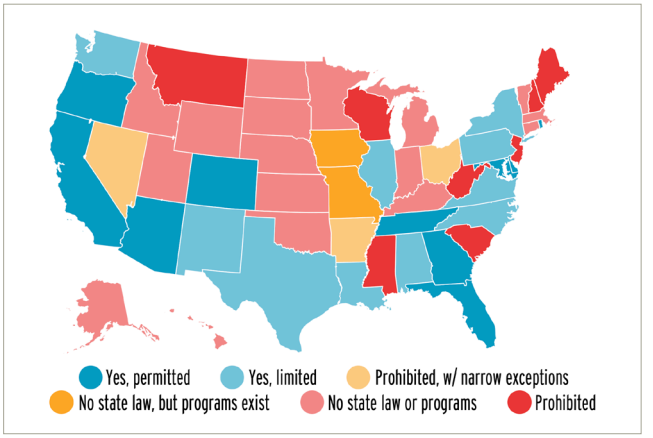


FIGURE 2.8.3F - STATE LAW ALLOWS RED LIGHT ENFORCEMENT CAMERAS



Laws Regulating Electrically-Assisted Bicycles [70]

FIGURE 2.8.4 - LAWS REGULATING ELECTRICALLY-ASSISTED BICYCLES

STATE	STATE LAW CODIFIES 3-CLASS SYSTEM FOR E-BIKES	STATE LAW REGULATES E-BIKES AS BICYCLES	STATE LAW REQUIRES LICENSING OR REGISTRATION OF E-BIKES
Alabama	No	No	Yes
Alaska	No	No	Yes
Arizona	Yes	Yes	No
Arkansas	Yes	Yes	No
California	Yes	Yes	No
Colorado	Yes	Yes	No
Connecticut	Yes	No	No
Delaware	No	Yes	No
Florida	No	Yes	No
Georgia	No	Yes	No
Hawaii	No	No	Yes
Idaho	No	No	Yes
Illinois	Yes	Yes	No
Indiana	No	Yes	No
Iowa	No	Yes	No
Kansas	No	Yes	No
Kentucky	No	Yes	No
Louisiana	No	No	Yes
Maine	No	No	Yes
Maryland	No	Yes	No
Massachusetts	No	No	Yes
Michigan	Yes	Yes	No
Minnesota	No	Yes	No
Mississippi	No	Yes	No
Missouri	No	No	Yes
Montana	No	Yes	No
Nebraska	No	Yes	No
Nevada	No	Yes	No
New Hampshire	No	Yes	No
New Jersey	No	No	Yes
New Mexico	No	No	Yes
New York	No	No	Yes
North Carolina	No	Yes	No
North Dakota	No	No	Yes
Ohio	No	No	Yes
Oklahoma	No	No	Yes
Oregon	No	Yes	No
Pennsylvania	No	Yes	No
Rhode Island	No	No	Yes
South Carolina	No	No	Yes
South Dakota	No	No	Yes
Tennessee	Yes	Yes	No
Texas	No	Yes	No
Utah	Yes	Yes	No
Vermont	No	Yes	No
Virginia	No	Yes	No
Washington	Yes	Yes	No
West Virginia	No	No	Yes
Wisconsin	No	No	No, but user must have license
Wyoming	No	No	Yes

Legend:
Green = Law clarifies e-bike use and regulation;
Red = Law restricts e-bike use

The bicycle industry, through People for Bikes and the Bicycle Product Suppliers Association, has created a 3-class model law for the regulation of electrically-assisted bicycles. The classes are:

- **CLASS 1** = top speed of 20 mph, no throttle
- **CLASS 2** = top speed of 20 mph, throttle-equipped
- **CLASS 3** = top speed of 28 mph, no throttle

Each class has different rules for who can use such an e-bike and where it can be ridden. Class 1 e-bikes are generally allowed to be ridden by the same people and in the same places as human-powered bicycles.

The 3-class system is similar to the regulation of e-bikes in the European Union under the type approvals L1e-A and L1e-B.[71]

Driver Training on Behavior Towards Bicyclists & Pedestrians [72]

FIGURE 2.8.5 - DRIVER TRAINING ON BEHAVIOR TOWARDS BICYCLISTS & PEDESTRIANS

Legend: **Red** = State reports not having training indicated

	DOES THE STATE DRIVER'S LICENSE TEST REQUIRE THAT A TEST TAKER ANSWER AT LEAST ONE QUESTION ABOUT A MOTORIST'S RESPONSIBILITIES TOWARDS A BICYCLIST?	DOES THE STATE DRIVER'S LICENSE TEST REQUIRE THAT A TEST TAKER ANSWER AT LEAST ONE QUESTION ABOUT A MOTORIST'S RESPONSIBILITIES TOWARDS A PEDESTRIAN?	DOES THE STATE INVEST IN EDUCATIONAL MATERIALS THAT TEACH PEOPLE HOW TO RIDE BICYCLES SAFELY?	DID THE 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?
Alabama	Yes	Yes	Yes	**No**
Alaska*	Yes	Not available	Not available	Not available
Arizona	Yes	Yes	Yes	**No**
Arkansas	Yes	Yes	Yes	Yes
California	Yes	Yes	Yes	Yes
Colorado	Yes	Yes	Yes	Yes
Connecticut	**No**	**No**	Yes	**No**
Delaware	**No**	**No**	Yes	Yes
Florida	Yes	Yes	Yes	Yes
Georgia	**No**	**No**	Yes	Yes
Hawaii*	Yes	Not available	Not available	Not available
Idaho*	Yes	Not available	Yes	Not available
Illinois	**No**	**No**	Yes	Yes
Indiana	Yes	Yes	**No**	Yes
Iowa	**No**	**No**	Yes	Yes
Kansas	**No**	Yes	Yes	Yes
Kentucky*	Yes	Not available	Yes	Yes
Louisiana	Yes	Yes	Yes	**No**
Maine	Yes	Yes	Yes	Yes
Maryland	Yes	Yes	**No**	Yes
Massachusetts	Yes	Yes	Yes	Yes
Michigan	**No**	**No**	Yes	**No**
Minnesota	Yes	Yes	Yes	Yes
Mississippi	**No**	**No**	Yes	Yes
Missouri	Yes	Yes	Yes	**No**
Montana	Yes	Yes	Yes	Yes
Nebraska	Yes	Yes	Yes	**No**
Nevada	**No**	**No**	Yes	**No**
New Hampshire	Yes	Yes	Yes	**No**
New Jersey	**No**	**No**	Yes	Yes
New Mexico	**No**	**No**	Yes	**No**
New York	**No**	**No**	Yes	Yes
North Carolina	Yes	Yes	Yes	Yes
North Dakota	**No**	Yes	Yes	Yes
Ohio	**No**	**No**	Yes	Yes
Oklahoma	**No**	**No**	Yes	**No**
Oregon	Yes	Yes	Yes	Yes
Pennsylvania	Yes	**No**	Yes	Yes
Rhode Island	Yes	Yes	Yes	Yes
South Carolina	**No**	**No**	Yes	Yes
South Dakota*	Yes	Not available	Not available	Yes
Tennessee	**No**	Yes	Yes	**No**
Texas	Yes	**No**	Yes	Yes
Utah	**No**	**No**	Yes	Yes
Vermont	Yes	Yes	Yes	Yes
Virginia	Yes	Yes	Yes	**No**
Washington	Yes	**No**	Yes	Yes
West Virginia	Yes	Yes	**No**	**No**
Wisconsin	**No**	Yes	Yes	Yes
Wyoming	Yes	Yes	Yes	**No**

Photo by Josh Chernoff (@Flickr)

Topic References

64 National Conference of State Legislatures. *Traffic Safety Trends: State Legislative Action 2017* (6/28/2018). Available at http://www.ncsl.org/research/transportation/traffic-safety-trends-state-legislative-action-2017.aspx.

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66 Ray Thomas, Esq., Charley Gee, Esq., and Meredith Thomas. *Pedestrian Law Survey* (2013). Distributed by Compact Disc at Pro Walk/Pro Bike/Pro Place 2014.

67 Governors Highway Safety Association (GHSA). *Speed and Red Light Cameras* (last updated December 2018). Available at https://www.ghsa.org/state-laws/issues/speed%20and%20red%20light%20cameras.

68 GHSA. *Distracted Driving Laws by State* (last updated April 2018). Available at https://www.ghsa.org/state-laws/issues/distracted%20driving.

69 Underlying data is in Charts 2.8.1 and 2.8.2

70 People for Bikes. *Electric Bicycle Laws by State* (retrieved November 2018). Available at https://peopleforbikes.org/our-work/e-bikes/.

71 Bike Europe. *White Paper: Rules & Regulations on Electric Cycles in the European Union* (May 2017). Available at http://bike-eu.com.s3-eu-central-1.amazonaws.com/app/uploads/2015/09/rules-regulation-on-electric-cycles-in-the-european-union-may-2017.pdf.

72 The League of American Bicyclists. *2017 Bicycle Friendly State* survey data from questions EE4, EE5, EE6, and EE9. For states with *, data is from Alliance for Biking and Walking. *Bicycling and Walking in the United States: 2016 Benchmarking Report*. Available at https://bikeleague.org/benchmarking-report.

2.9 - STATES: FUNDING FOR BIKING & WALKING

Amount of Federal Funds Obligated to Bicycling & Walking

Note Regarding Figures 2.9.1 and 2.9.2 on the following pages: West Virginia was excluded from this average because it is a simple average, not population-weighted, and West Virginia's percentage increase was more than 16 times the next largest percentage increase (despite this increase West Virginia's per capita spending on bicycling and walking projects and programs is still lower than the national average). This change is likely explained by West Virginia having a more difficult transition to the Transportation Alternatives Program than other states. It appears that West Virginia did not have a reserve of unobligated funds under the prior Transportation Enhancements Program, so it did not have bicycle and pedestrian-focused federal funding to obligate while the transition to TAP occurred. This difficult transition may reflect an issue with relying primarily on one federal funding program for bicycle and pedestrian projects.

Bikers on a path (@pexels.com)

Note regarding Figure 2.9.3: The Highway Safety Improvement Program provides roughly $2 billion each year for projects that will lead to a "significant reduction in traffic fatalities and serious injuries" using a "data-driven, strategic approach." The funding for bicycle and pedestrian projects from HSIP between 2011 and 2016 represents less than 1% of the funding that was available through the HSIP program despite bicyclist and pedestrian fatalities representing roughly 15% of all traffic fatalities during that time. Between 2011 and 2016, bicyclist and pedestrian fatalities increased their share of all traffic fatalities by 2.5 percentage points.

Funding eligibility under 23 USC 405h is determined by the percentage of traffic fatalities that are bicyclists or pedestrians in the prior year. States that have bicyclists and pedestrians representing more than 15% of all traffic fatalities in the state are eligible for 405h grants.

FIGURE 2.9.1 - AMOUNT OF FEDERAL FUNDS OBLIGATED TO BICYCLING & WALKING [73]

Legend: **Green** = 10 highest values; **Red** = 10 lowest values

	TOTAL OBLIGATED FUNDS TO BIKE/PED PROJECTS		AVG ANNUAL SPENDING PER CAPITA ON BIKE/PED PROJECTS		% CHANGE IN AVG. ANNUAL SPENDING PER CAPITA ON BIKE/PED PROJECTS
STATE	FY2011-2013	FY2014-2016	FY2011-2013	FY2014-2016	Between 3-year averages
Alabama	$21,304,054	$53,108,196	$1.47	$3.66	+ 149%
Alaska	$20,100,887	$22,072,396	+ $9.14	+ $10.03	10%
Arizona	$32,711,713	$54,745,361	$1.64	$2.75	67%
Arkansas	$24,503,866	$12,147,942	$2.76	- $1.37	- -50%
California	+ $251,377,707	+ $260,211,029	$2.18	$2.26	4%
Colorado	$22,906,248	$38,483,249	- $1.45	$2.43	+ 68%
Connecticut	$27,026,239	$39,306,258	$2.51	$3.65	45%
Delaware	$14,470,893	$21,250,689	+ $5.21	+ $7.65	47%
Florida	+ $179,527,402	+ $219,109,126	$3.05	+ $3.72	22%
Georgia	+ $110,214,933	+ $83,248,739	+ $3.67	$2.77	-24%
Hawaii	- $2,880,543	- $4,125,752	- $0.68	- $0.98	43%
Idaho	- $2,254,252	- $8,204,814	- $0.46	- $1.69	+ 264%
Illinois	$67,926,225	+ $106,452,164	$1.76	$2.76	57%
Indiana	+ $82,687,120	$66,218,388	+ $4.20	$3.36	-20%
Iowa	$24,258,560	$25,347,038	$2.61	$2.73	4%
Kansas	- $8,957,667	$27,351,347	- $1.03	$3.15	+ 205%
Kentucky	$64,708,793	$43,456,528	+ $4.91	$3.29	-33%
Louisiana	$25,466,192	- $8,889,189	$1.84	- $0.64	- -65%
Maine	$14,306,954	- $3,872,242	$3.59	- $0.97	- -73%
Maryland	$20,010,163	$31,080,481	- $1.12	$1.75	55%
Massachusetts	$39,033,463	$47,008,578	$1.94	$2.34	20%
Michigan	+ $74,541,133	+ $71,440,152	$2.51	$2.41	-4%
Minnesota	$67,230,950	$50,582,283	+ $4.14	$3.11	-25%
Mississippi	$16,713,758	$34,084,226	$1.86	+ $3.80	+ 104%
Missouri	+ $88,873,051	$66,974,939	+ $4.90	+ $3.69	-25%
Montana	- $13,171,752	$29,090,362	+ $4.33	+ $9.56	+ 121%
Nebraska	$15,027,452	$14,787,861	$2.68	$2.64	-2%
Nevada	$22,117,822	- $9,176,018	$2.63	- $1.09	- -59%
New Hampshire	- $5,594,837	$16,199,821	- $1.41	+ $4.08	+ 190%
New Jersey	$24,355,644	$10,831,001	- $0.91	- $0.41	- -56%
New Mexico	$24,309,210	$16,278,091	$3.89	$2.60	- -33%
New York	+ $110,719,412	+ $198,093,322	$1.88	$3.36	+ 79%
North Carolina	$61,722,321	$52,759,503	$2.09	$1.79	-15%
North Dakota	- $6,444,894	- $6,303,305	$2.98	$2.91	-2%
Ohio	+ $73,395,565	+ $95,861,656	$2.11	$2.76	31%
Oklahoma	- $6,578,907	- $872,326	- $0.57	- $0.08	- -87%
Oregon	$38,845,266	$33,410,789	$3.29	$2.83	-14%
Pennsylvania	+ $127,892,956	+ $95,728,336	$3.34	$2.50	-25%
Rhode Island	$38,244,205	$12,212,616	+ $12.10	+ $3.86	- -68%
South Carolina	$15,296,770	$25,785,683	- $1.07	$1.80	+ 69%
South Dakota	- $7,252,569	- $6,890,957	$2.87	$2.72	-5%
Tennessee	$56,540,082	+ $73,165,198	$2.90	+ $3.75	29%
Texas	+ $142,650,545	+ $171,309,872	$1.79	$2.15	20%
Utah	$24,192,922	- $10,340,611	$2.78	- $1.19	- -57%
Vermont	$17,731,585	$14,215,034	+ $9.43	+ $7.56	-20%
Virginia	$43,574,121	$57,040,364	$1.76	$2.30	31%
Washington	$59,996,921	$54,986,566	$2.86	$2.62	-8%
West Virginia	- $296,174	$12,990,096	- $0.05	$2.34	+ 4286%
Wisconsin	$32,288,972	$30,053,948	$1.87	- $1.74	-7%
Wyoming	- $9,497,043	- $6,108,584	+ $5.46	$3.51	- -36%

Percentage of Federal Funds Obligated to Bicycling & Walking [74]

FIGURE 2.9.2 - PERCENTAGE OF FEDERAL FUNDS OBLIGATED TO BICYCLING & WALKING

Legend: **Green** = 10 highest values; **Red** = 10 lowest values

STATE	% OF OBLIGATED FUNDS FOR BICYCLE & PEDESTRIAN PROJECTS		CHANGE IN % OF OBLIGATED FUNDS FOR BICYCLE & PEDESTRIAN PROJECTS	OBLIGATED FUNDING FROM AMERICAN RECOVERY AND REINVESTMENT ACT (ARRA) DURING 2009-2014	
	FY2011-2013	FY2014-2016	Between 3-year averages	% of Bicycle & Pedestrian spending from ARRA	% of ARRA funds spent on Bicycling & Walking
Alabama	- 0.9%	2.2%	+ 150%	17%	2%
Alaska	1.2%	1.4%	10%	- 7%	2%
Arizona	1.5%	2.4%	59%	11%	2%
Arkansas	1.4%	- 0.7%	- -47%	- 2%	- 0%
California	2.4%	+ 2.4%	3%	12%	2%
Colorado	1.4%	2.1%	47%	14%	3%
Connecticut	1.9%	+ 2.7%	42%	23%	+ 5%
Delaware	+ 2.8%	+ 3.7%	33%	19%	+ 7%
Florida	+ 3.2%	+ 3.9%	23%	11%	4%
Georgia	+ 2.9%	2.2%	-23%	18%	+ 5%
Hawaii	- 0.6%	1.2%	+ 92%	+ 45%	4%
Idaho	- 0.3%	- 0.9%	+ 255%	+ 38%	3%
Illinois	1.6%	2.4%	53%	12%	2%
Indiana	+ 2.9%	2.3%	-22%	+ 27%	+ 7%
Iowa	1.6%	1.7%	4%	16%	3%
Kansas	- 0.8%	2.4%	+ 207%	15%	- 1%
Kentucky	+ 2.9%	2.0%	-29%	14%	+ 5%
Louisiana	1.2%	- 0.4%	- -66%	21%	3%
Maine	2.5%	- 0.7%	- -73%	- 8%	- 1%
Maryland	1.2%	1.8%	50%	- 1%	- 0%
Massachusetts	2.1%	+ 2.4%	17%	+ 34%	+ 11%
Michigan	2.3%	2.3%	-1%	11%	2%
Minnesota	+ 3.5%	+ 2.5%	-27%	9%	3%
Mississippi	1.1%	2.2%	+ 105%	- 3%	- 0%
Missouri	+ 3.2%	2.4%	-25%	13%	4%
Montana	1.0%	2.3%	+ 133%	21%	4%
Nebraska	1.6%	1.7%	1%	- 5%	- 1%
Nevada	2.1%	- 0.9%	- -59%	11%	2%
New Hampshire	1.0%	+ 3.3%	+ 211%	26%	3%
New Jersey	- 0.9%	- 0.5%	- -47%	+ 33%	3%
New Mexico	2.3%	1.5%	-35%	+ 26%	+ 6%
New York	2.2%	+ 3.7%	+ 65%	9%	3%
North Carolina	1.9%	1.8%	-8%	18%	4%
North Dakota	- 0.6%	- 0.3%	- -45%	17%	2%
Ohio	1.9%	2.3%	21%	- 7%	- 1%
Oklahoma	0.3%	- 0.0%	- -86%	+ 51%	3%
Oregon	+ 2.8%	2.3%	-17%	11%	4%
Pennsylvania	2.7%	1.8%	-31%	17%	+ 5%
Rhode Island	+ 5.1%	1.9%	- -63%	11%	+ 4%
South Carolina	- 0.8%	1.3%	+ 65%	+ 33%	3%
South Dakota	- 0.8%	- 0.8%	-4%	+ 40%	+ 5%
Tennessee	2.2%	+ 3.0%	37%	12%	3%
Texas	1.6%	1.6%	1%	14%	2%
Utah	2.3%	1.0%	- -58%	- 3%	- 1%
Vermont	2.2%	2.2%	1%	- 6%	- 2%
Virginia	1.5%	1.9%	32%	- 2%	- 0%
Washington	+ 2.8%	+ 2.7%	-5%	13%	4%
West Virginia	- 0.0%	1.0%	+ 4453%	+ 37%	3%
Wisconsin	1.4%	1.3%	-10%	16%	2%
Wyoming	1.2%	- 0.8%	- -36%	15%	2%

Federal Safety Funding for Bicyclist & Pedestrian Safety

FIGURE 2.9.3 - FEDERAL SAFETY FUNDING FOR BICYCLIST & PEDESTRIAN SAFETY

Legend: **Green** = Funding used or awarded, **Red** = Funding rescinded, **Orange** = Bicyclist/pedestrian fatalities >15% of traffic fatalities

STATE	BICYCLIST & PEDESTRIAN FATALITIES AS A % OF ALL TRAFFIC FATALITIES IN STATE [75]	AMOUNT OF OBLIGATIONS FOR BICYCLING & WALKING FROM THE HIGHWAY SAFETY IMPROVEMENT PROGRAM [76]		405H NON-MOTORIZED SAFETY PRIORITY PROGRAM FUNDING	
	Average (2012-2016)	FY2011-2013	FY2014-2016	FY2017 Award [77]	FY2018 Determination [78]
Alabama	10.8%	$360	-$136	Not eligible	Not eligible
Alaska	17.2%	$0	$0	Not eligible	Awarded
Arizona	20.8%	$0	$647,763	$471,950	Awarded
Arkansas	9.3%	$0	$0	Not eligible	Not eligible
California	27.9%	$2,662,542	$5,405,395	$1,387,500	Awarded
Colorado	15.1%	$376,420	$0	Not eligible	Not eligible
Connecticut	18.1%	$0	$0	Not eligible	Awarded
Delaware	26.5%	$0	$0	$223,189	Awarded
Florida	26.3%	$9,590,688	$11,448,557	$1,350,069	Awarded
Georgia	16.1%	$0	$0	$792,511	Awarded
Hawaii	25.9%	$0	$183,250	$223,189	Awarded
Idaho	7.4%	$0	$0	Not eligible	Not eligible
Illinois	16.5%	$25,954	$320,878	$1,128,996	Awarded
Indiana	11.8%	$0	$376,678	Not eligible	Not eligible
Iowa	7.5%	$0	$0	Not eligible	Not eligible
Kansas	8.6%	$0	$0	Not eligible	Not eligible
Kentucky	9.2%	$0	$0	Not eligible	Not eligible
Louisiana	18.1%	$126,433	-$20,179	$425,799	Awarded
Maine	10.0%	$919,331	$577	Not eligible	Not eligible
Maryland	22.7%	$1,642,708	$6,402,272	$431,380	Awarded
Massachusetts	25.3%	$0	$1,047,057	$514,406	Awarded
Michigan	18.5%	$9,600	$0	$921,742	Awarded
Minnesota	11.1%	$0	$0	Not eligible	Not eligible
Mississippi	9.5%	$0	$0	Not eligible	Not eligible
Missouri	10.8%	$0	$0	Not eligible	Not eligible
Montana	7.1%	$0	$447,065	Not eligible	Not eligible
Nebraska	6.6%	$0	$0	Not eligible	Not eligible
Nevada	25.3%	$0	$0	$223,189	Awarded
New Hampshire	11.7%	$0	$186,852	Not eligible	Awarded
New Jersey	30.2%	$465,097	$0	$665,715	Awarded
New Mexico	19.2%	$0	$0	$251,027	Awarded
New York	31.0%	$0	$27,087,744	$1,387,500	Awarded
North Carolina	15.5%	$963,267	$2,915,325	$757,075	Not eligible
North Dakota	6.5%	$0	$0	Not eligible	Not eligible
Ohio	11.6%	$290,720	$704	Not eligible	Not eligible
Oklahoma	10.7%	$0	$0	Not eligible	Not eligible
Oregon	17.5%	$0	$0	$349,287	Awarded
Pennsylvania	14.3%	$0	$0	Not eligible	Awarded
Rhode Island	22.6%	$0	$0	$223,189	Awarded
South Carolina	15.3%	$0	$2,682	Not eligible	Not eligible
South Dakota	5.6%	$0	$0	Not eligible	Not eligible
Tennessee	9.6%	$0	$0	Not eligible	Not eligible
Texas	16.6%	$0	$0	$1,387,500	Not eligible
Utah	15.8%	$401,481	$0	$237,312	Awarded
Vermont	11.1%	$0	$0	Not eligible	Not eligible
Virginia	13.8%	$788,737	$3,376,875	Not eligible	Not eligible
Washington	17.3%	-$247,626	$319,116	Not eligible	Awarded
West Virginia	8.5%	$0	$0	Not eligible	Not eligible
Wisconsin	10.1%	$0	$0	Not eligible	Not eligible
Wyoming	5.0%	$0	$0	Not eligible	Not eligible

Reported State Funding for Bicycling & Walking

FIGURE 2.9.4 - REPORTED STATE FUNDING FOR BICYCLING & WALKING

Legend: **Green** = State reported funding or program

STATE	REPORTED DEDICATED SOURCE OF FUNDING [81]	REPORTED GRANT PROGRAM(S) FOR BIKING & WALKING [82]	AVERAGE OF REPORTED STATE FUNDING (MAY INCLUDE FEDERAL FUNDING) [83]	PER CAPITA AVERAGE REPORTED STATE FUNDING [84]	# OF YEARS REPORTED [83]
Alabama	No	No	$15,137,405	$3.13	1
Alaska	No	Yes	Not Reported	Not Reported	0
Arizona	No	No	$17,824,016	$2.65	1
Arkansas	No	No	$1,486,265	$0.50	4
California	Yes	Yes	$27,300,000	$0.71	4
Colorado	No	No	$2,667,000	$0.50	1
Connecticut	No	Yes	$11,628,478	$3.24	2
Delaware	No	Yes	$7,087,500	$7.58	4
Florida	No	Yes	$198,000,000	$9.93	1
Georgia	No	Yes	$463,500	$0.05	2
Hawaii	No	No	Not Reported	Not Reported	0
Idaho	No	Yes	Not Reported	Not Reported	0
Illinois	Yes	No	Not Reported	Not Reported	0
Indiana	No	No	Not Reported	Not Reported	0
Iowa	Yes	Yes	$3,750,000	$1.21	4
Kansas	No	No	Not Reported	Not Reported	0
Kentucky	Not reported	Yes	$62,000,000	$14.05	1
Louisiana	Yes	No	$165,000	$0.04	4
Maine	No	No	$478,000	$0.36	4
Maryland	Yes	Yes	$47,968,590	$8.05	4
Massachusetts	Yes	Yes	$25,932,109	$3.85	4
Michigan	Yes	Yes	$75,250,000	$7.59	4
Minnesota	Yes	Yes	$47,617,500	$8.74	4
Mississippi	Yes	No	$332,006	$0.11	1
Missouri	No	No	$7,700,000	$1.27	4
Montana	No	No	$12,000,000	$11.73	1
Nebraska	No	No	Not Reported	Not Reported	0
Nevada	Yes	Yes	$396,672	$0.14	4
New Hampshire	No	No	Not Reported	Not Reported	0
New Jersey	Yes	Yes	$7,875,000	$0.88	4
New Mexico	No	Yes	Not Reported	Not Reported	0
New York	No	Yes	$200,000,000	$10.15	1
North Carolina	Yes	Yes	$2,133,333	$0.21	3
North Dakota	No	No	Not Reported	Not Reported	0
Ohio	Yes	Yes	$7,768,120	$0.67	4
Oklahoma	No	Yes	$200,000	$0.05	1
Oregon	Yes	Yes	$8,955,750	$2.25	4
Pennsylvania	Yes	Yes	$2,000,000	$0.16	1
Rhode Island	No	Yes	$1,745,269	$1.66	2
South Carolina	No	No	Not Reported	Not Reported	0
South Dakota	Yes	Yes	Not Reported	Not Reported	0
Tennessee	Yes	Yes	$10,000,000	$1.53	3
Texas	No	No	$1,918,116	$0.07	1
Utah	Yes	Yes	$8,135,310	$2.76	2
Vermont	Yes	Yes	$588,168	$0.94	4
Virginia	Yes	Yes	$7,650,000	$0.92	2
Washington	Yes	Yes	$16,780,750	$2.37	4
West Virginia	No	Yes	$5,000,000	$2.71	1
Wisconsin	Yes	Yes	$460,039	$0.08	4
Wyoming	No	No	Not Reported	Not Reported	0

State Constitution Transportation Funding Limitations & State-Authorized Local Transportation Funding Options

STATE	CONSTITUTIONAL LIMITATIONS ON USE OF FUNDING FROM GAS TAX [85]	AUTHORIZED LOCAL OPTION FUEL TAX [86]			AUTHORIZED LOCAL OPTION SALES TAX [86]		
		GENERAL REVENUE	ROADS	TRANSIT	GENERAL REVENUE	ROADS	TRANSIT
Alabama	•	•			•		
Alaska		•				•	
Arizona	•				•		
Arkansas						•	•
California			•	•		•	
Colorado	•					•	•
Connecticut							
Delaware							
Florida			•	•		•	•
Georgia	•	•				•	•
Hawaii			•	•			
Idaho	•		•	•			
Illinois						•	•
Indiana							
Iowa	•					•	
Kansas	•					•	
Kentucky	•						
Louisiana						•	
Maine	•						
Maryland							
Massachusetts							
Michigan							
Minnesota	•				•		
Mississippi			•		•		
Missouri	•		•			•	•
Montana			•			•	
Nebraska						•	•
Nevada	•						
New Hampshire	•						
New Jersey							
New Mexico		•				•	•
New York					•		
North Carolina							
North Dakota	•					•	
Ohio	•						
Oklahoma					•		
Oregon	•		•				
Pennsylvania	•						
Rhode Island							
South Carolina							
South Dakota	•		•			•	•
Tennessee				•	•		
Texas						•	
Utah	•					•	•
Vermont						•	
Virginia			•	•	•		
Washington	•		•			•	
West Virginia	•				•		
Wisconsin							
Wyoming	•						

FIGURE 2.9.5 - STATE CONSTITUTION TRANSPORTATION FUNDING LIMITATIONS & STATE-AUTHORIZED LOCAL TRANSPORTATION FUNDING OPTIONS

Note: "Constitutional Limitations on Use of Funding from Gas Tax" may or may not mean those limitations do not allow bicycle or pedestrian infrastructure to be funded by a state gas tax. For example, Kansas allows counties, cities, and townships to direct up to 10% of their gas tax funds to footpaths and bicycle paths. [87]

Biking amongst cars (@pexels.com)

Topic References

73 Federal Highway Administration. *Fiscal Management Information System Data (2011-2016).*

74 Federal Highway Administration. *Fiscal Management Information System Data (2009-2016).*

75 See Figure 2.7.4 for fatality data.

76 See footnote 73.

77 Governors Highway Safety Association (GHSA). *FY2017 Highway Safety Funding.* Available at https://www.ghsa.org/sites/default/files/2017-07/StateFunding_FY2017_1.pdf.

78 National Highway Traffic Safety Administration. *FY 2018 State Grant Determinations.* Available at https://www.nhtsa.gov/highway-safety-grants-program/fy-2018-grant-funding-table.

79 Federal Highway Administration. *"FAST Act" Fact Sheet on Highway Safety Improvement Program.* Available at https://www.fhwa.dot.gov/fastact/factsheets/hsipfs.cfm.

80 See Chapter IV: Show Your Data. Section I: Nation. Figures 1.4.2 and 1.4.6.

81 The League of American Bicyclists. *2015 Bicycle Friendly State survey* data from question 44.

82 The League of American Bicyclists. *2017 Bicycle Friendly State survey* data from question IF14.

83 The League of American Bicyclists. *2013, 2014, 2015, and 2017 Bicycle Friendly State survey data* from questions 44a (2013-15) and IF13 (2017).

84 See footnotes 5 and 84.

85 National Conference of State Legislatures and AASHTO Center for Excellence in Project Finance. *Transportation Governance and Finance: A 50-State Review of State Legislatures and Departments of Transportation* (May 2011). Available at http://www.transportation-finance.org/pdf/50_State_Review_State_Legislatures_Departments_Transportation.pdf.

86 National League of Cities. *Paying for local infrastructure in a new era of federalism* (2016). Available at https://www.nlc.org/sites/default/files/2016-12/NLC_2016_Infrastructure_Report.pdf.

87 Robert Puentes and Ryan Prince. Brookings (2003). *Fueling Transportation Finance: A Primer on the Gas Tax.* Available at http://citeseerx.ist.psu.edu/viewdoc/download?doi=10.1.1.617.8007&rep=rep1&type=pdf.

2.10 - STATES: INFRASTRUCTURE

FOR PEOPLE BIKING & WALKING

Note regarding Figure 2.10.1 on the following page: The methodology for determining miles of potential rail trails is not specifically described on the Rails to Trails Conservancy website, but rail trails are usually created within the right of way of un-used railroad corridors. "Percent of Miles of All Rail Trails that are not developed" was calculated by summing current and identified potential miles of rail trail to determine the percentage of all current and potential rail trails that have not been developed in each state.

U.S. Bicycle Routes are "established" by a state Departments of Transportation (DOTs) and the American Association of State Highway and Transportation Officials (AASHTO). The suitability of each route is determined by each state DOT based upon its own criteria and there is no required construction of bicycle facilities along each route at this time.

Bikes bring Joy, photo courtesy of the Bike Rack Omaha

Biking Infrastructure on State Roadways

FIGURE 2.10.1 - BIKING INFRASTRUCTURE ON STATE ROADWAYS

Legend: **Green** =Infrastructure or guidelines reported to exist

STATE	PROTECTED BIKE LANE ALONG A STATE HIGHWAY [88]	STATE DOT REPORTED RECOMMENDING A PROTECTED OR SEPARATED BIKE LANES DURING THE PLANNING & DESIGN PHASE OF A ROADWAY PROJECT [89]	BIKE BOXES EXIST ON A STATE ROADWAY [90]	BICYCLE TRAFFIC SIGNALS EXIST ON A STATE ROADWAY [91]	STATE HAS GUIDELINES FOR INCLUDING BICYCLE INFRASTRUCTURE BASED ON ROADWAY CHARACTERISTICS [92]
Alabama	No	Yes	No	No	Yes
Alaska	No	No	No	No	No
Arizona	Yes	No	No	No	Yes
Arkansas	No	No	No	No	Yes
California	No	Yes	Yes	Yes	Yes
Colorado	Yes	Yes	Yes	Yes	Yes
Connecticut	No	Yes	Yes	No	Yes
Delaware	No	Yes	No	Yes	Yes
Florida	No	Yes	Yes	Yes	Yes
Georgia	No	Yes	No	Yes	Yes
Hawaii	No	No	No	No	No
Idaho	No	No	No	No	No
Illinois	No	Yes	Yes	Yes	Yes
Indiana	No	Yes	No	No	Yes
Iowa	No	No	No	No	Yes
Kansas	No	Yes	No	No	No
Kentucky	No	Yes	No	No	No
Louisiana	No	Yes	No	No	No
Maine	No	No	No	No	Yes
Maryland	No	Yes	Yes	No	Yes
Massachusetts	No	Yes	Yes	Yes	Yes
Michigan	No	Yes	No	No	No
Minnesota	No	Yes	Yes	Yes	Yes
Mississippi	No	No	No	No	Yes
Missouri	No	Yes	No	No	Yes
Montana	No	Yes	No	No	No
Nebraska	No	No	No	No	No
Nevada	No	Yes	No	Yes	No
New Hampshire	No	No	No	No	No
New Jersey	No	Yes	Yes	No	Yes
New Mexico	No	Yes	No	No	Yes
New York	No	Yes	No	No	Yes
North Carolina	No	Yes	Yes	No	Yes
North Dakota	No	Yes	No	No	Yes
Ohio	No	Yes	Yes	Yes	Yes
Oklahoma	No	No	No	No	No
Oregon	No	Yes	No	Yes	Yes
Pennsylvania	Yes	Yes	Yes	No	Yes
Rhode Island	No	No	No	No	Yes
South Carolina	No	No	No	No	Yes
South Dakota	No	No	No	No	No
Tennessee	No	Yes	No	No	No
Texas	No	Yes	No	No	No
Utah	No	Yes	No	Yes	Yes
Vermont	No	No	No	No	Yes
Virginia	No	Yes	Yes	Yes	Yes
Washington	No	Yes	Yes	No	Yes
West Virginia	No	Yes	No	No	No
Wisconsin	No	Yes	No	No	Yes
Wyoming	Yes	Yes	No	No	No

Routes & Trails for Bicycling & Walking

FIGURE 2.10.2 - ROUTES & TRAILS FOR BICYCLING & WALKING

Legend: **Green** = Highest values for prevalence/lowest values for undeveloped trail; **Red** = Lowest values for prevalence/highest values for undeveloped trail

STATE	# OF RAIL TRAILS [93]	MILES OF RAIL TRAILS [93]	MILES OF POTENTIAL RAIL TRAILS [93]	% OF MILES OF ALL RAIL TRAILS THAT ARE NOT DEVELOPED [93]	U.S. BICYCLE ROUTE HAS BEEN ESTABLISHED IN THE STATE [94]
Alabama	20	85	86	- 50%	No
Alaska	- 5	- 47	+ 247	- 84%	Yes
Arizona	13	- 73	- 13	15%	Yes
Arkansas	21	- 73	+ 240	- 77%	No
California	+ 124	+ 1047	+ 673	39%	No
Colorado	41	305	131	30%	No
Connecticut	22	208	94	31%	Yes
Delaware	- 6	- 28	- 20	42%	No
Florida	54	775	+ 431	36%	Yes
Georgia	29	205	144	41%	Yes
Hawaii	- 3	- 17	60	- 78%	No
Idaho	23	449	68	+ 13%	Yes
Illinois	+ 82	+ 1031	180	15%	Yes
Indiana	68	457	+ 249	35%	Yes
Iowa	+ 82	+ 859	200	19%	No
Kansas	23	278	162	37%	Yes
Kentucky	17	101	190	- 65%	Yes
Louisiana	- 7	134	- 23	15%	No
Maine	32	399	82	17%	Yes
Maryland	36	185	187	- 50%	Yes
Massachusetts	69	342	+ 353	- 51%	Yes
Michigan	+ 127	+ 2439	227	+ 9%	Yes
Minnesota	73	+ 2104	228	+ 10%	Yes
Mississippi	13	108	- 47	30%	No
Missouri	19	434	235	35%	Yes
Montana	19	228	75	25%	No
Nebraska	26	451	127	22%	No
Nevada	- 5	97	- 2	+ 2%	Yes
New Hampshire	+ 74	544	+ 273	33%	Yes
New Jersey	52	324	186	36%	No
New Mexico	- 9	- 31	82	- 73%	No
New York	+ 107	+ 1087	+ 707	39%	No
North Carolina	31	115	147	- 56%	Yes
North Dakota	- 5	- 36	- 0	+ 0%	No
Ohio	+ 95	+ 971	+ 307	24%	Yes
Oklahoma	- 8	- 52	- 6	+ 10%	No
Oregon	21	311	198	39%	No
Pennsylvania	+ 181	+ 1889	+ 661	26%	Yes
Rhode Island	10	- 64	- 49	43%	No
South Carolina	26	165	56	25%	No
South Dakota	- 5	147	100	40%	No
Tennessee	33	135	80	37%	Yes
Texas	34	297	142	32%	No
Utah	15	153	- 2	+ 1%	Yes
Vermont	17	123	81	40%	Yes
Virginia	45	407	- 37	+ 8%	Yes
Washington	+ 82	+ 1063	168	14%	Yes
West Virginia	66	564	80	+ 12%	No
Wisconsin	+ 95	+ 1877	189	+ 9%	No
Wyoming	- 4	- 51	68	- 57%	No

State DOT Support For Employee Development on Bicycling & Walking Infrastructure & Traffic Monitoring

STATE	STATE DOT PARTICIPATED IN TRAINING ON THE FHWA TRAFFIC MONITORING GUIDE SINCE 2013 [95]	STATE DOT SPONSORED TRAINING ON SELECTED BIKE/PED INFRASTRUCTURE IN 2016 (OR LAST REPORTED YEAR) [96]		
		PROTECTED BIKE LANES	RURAL BICYCLING ROUTES	BUFFERED BIKE LANES
Alabama		Yes	Yes	Yes
Alaska	2014	NR	NR	NR
Arizona		No	No	No
Arkansas	2016	No	No	No
California	2013	Yes	Yes	Yes
Colorado	2013	Yes	Yes	Yes
Connecticut		No	No	No
Delaware	2015	No	No	No
Florida	2014	No	Yes	Yes
Georgia	2014	No	No	No
Hawaii	2015	No	No	No
Idaho		Yes*	Yes*	Yes*
Illinois		No	No	No
Indiana		Yes	Yes	Yes
Iowa	2013	Yes	Yes	Yes
Kansas		No	No	No
Kentucky		Yes*	Yes*	Yes*
Louisiana		Yes	Yes	Yes
Maine	2015	Yes	Yes	Yes
Maryland		No	No	No
Massachusetts		Yes	Yes	Yes
Michigan	2014	Yes	Yes	Yes
Minnesota		No	Yes	No
Mississippi		No	No	No
Missouri		No	No	No
Montana	2014	Yes	Yes	Yes
Nebraska		No	No	No
Nevada		No	No	No
New Hampshire		No	No	No
New Jersey		Yes	Yes	Yes
New Mexico	2013, 2016	No	No	Yes
New York		No	Yes	No
North Carolina		Yes	Yes	Yes
North Dakota		Yes	No	Yes
Ohio		Yes	Yes	Yes
Oklahoma		No	No	No
Oregon	2013	Yes	Yes	Yes
Pennsylvania	2013	Yes	Yes	Yes
Rhode Island	2014	Yes	No	Yes
South Carolina	2014	No	No	No
South Dakota		Yes*	Yes*	Yes*
Tennessee		Yes	Yes	Yes
Texas	2013	Yes	Yes	Yes
Utah	2016	Yes	No	No
Vermont		Yes	Yes	Yes
Virginia		Yes	Yes	Yes
Washington		Yes	Yes	Yes
West Virginia	2016	No	Yes	No
Wisconsin	2013	No	No	No
Wyoming		No	No	No

FIGURE 2.10.3 - STATE DOT SUPPORT FOR EMPLOYEE DEVELOPMENT ON BICYCLING & WALKING INFRASTRUCTURE & TRAFFIC MONITORING

Legend: Green = Reported action taken

NR = No 2017 or 2015 BFS Survey Response.

FIGURE 2.10.3 (CONTINUED) - STATE DOT SUPPORT FOR EMPLOYEE DEVELOPMENT ON BICYCLING & WALKING INFRASTRUCTURE & TRAFFIC MONITORING

Legend: **Green** = Reported action taken

	STATE DOT SPONSORED TRAINING ON SELECTED BIKE/PED INFRASTRUCTURE IN 2016 (OR LAST REPORTED YEAR) [86]				
STATE	BICYCLE SIGNALS	HAWK SIGNALS	PEDESTRIAN PRIORITY ZONES/ WOONERFS	LEADING PEDESTRIAN INTERVALS	LOW-COST PLAZAS/ PARKLETS/ SIDEWALK EXPANSION
Alabama	No	Yes	No	No	Yes
Alaska	NR	NR	NR	NR	NR
Arizona	No	No	No	No	No
Arkansas	No	No	No	No	No
California	Yes	Yes	Yes	Yes	Yes
Colorado	Yes	Yes	No	Yes	Yes
Connecticut	No	No	No	No	No
Delaware	No	No	No	No	No
Florida	No	Yes	No	Yes	No
Georgia	No	No	No	No	No
Hawaii	No	No	No	No	No
Idaho	Yes*	Yes*	Yes*	Yes*	Yes*
Illinois	No	No	No	No	No
Indiana	Yes	Yes	No	Yes	No
Iowa	Yes	Yes	No	No	No
Kansas	No	No	No	No	No
Kentucky	Yes*	Yes*	Yes*	Yes*	Yes*
Louisiana	Yes	Yes	No	No	Yes
Maine	Yes	Yes	No	No	No
Maryland	No	No	No	Yes	No
Massachusetts	Yes	Yes	Yes	Yes	Yes
Michigan	Yes	No	Yes	No	Yes
Minnesota	Yes	Yes	No	No	Yes
Mississippi	No	No	Yes	Yes	No
Missouri	No	No	No	No	No
Montana	Yes	Yes	Yes	Yes	Yes
Nebraska	No	No	No	No	No
Nevada	No	No	No	No	No
New Hampshire	No	No	No	No	No
New Jersey	Yes	Yes	Yes	Yes	Yes
New Mexico	No	No	No	No	No
New York	No	Yes	No	Yes	Yes
North Carolina	Yes	No	No	No	No
North Dakota	No	Yes	No	No	No
Ohio	Yes	Yes	Yes	Yes	Yes
Oklahoma	No	No	No	No	No
Oregon	Yes	Yes	Yes	Yes	Yes
Pennsylvania	Yes	Yes	Yes	Yes	Yes
Rhode Island	No	No	No	No	No
South Carolina	No	No	No	No	No
South Dakota	Yes*	Yes*	Yes*	Yes*	Yes*
Tennessee	Yes	Yes	Yes	Yes	No
Texas	Yes	Yes	Yes	Yes	No
Utah	No	Yes	No	Yes	No
Vermont	No	No	No	No	No
Virginia	Yes	Yes	No	No	No
Washington	Yes	Yes	Yes	Yes	Yes
West Virginia	No	No	No	No	No
Wisconsin	No	No	No	No	No
Wyoming	No	No	No	No	No

Bicyclists at farmer's market, photo courtesy of Heartland Bcycle

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