Show *your* Data

"Sustainable, inclusive, prosperous, and resilient cities depend on transportation that facilitates the safe, efficient, and pollution-free flow of people and goods..."

Quote credit: Share Mobility Principles for Livable Cities, at https://www.sharedmobilityprinciples.org/

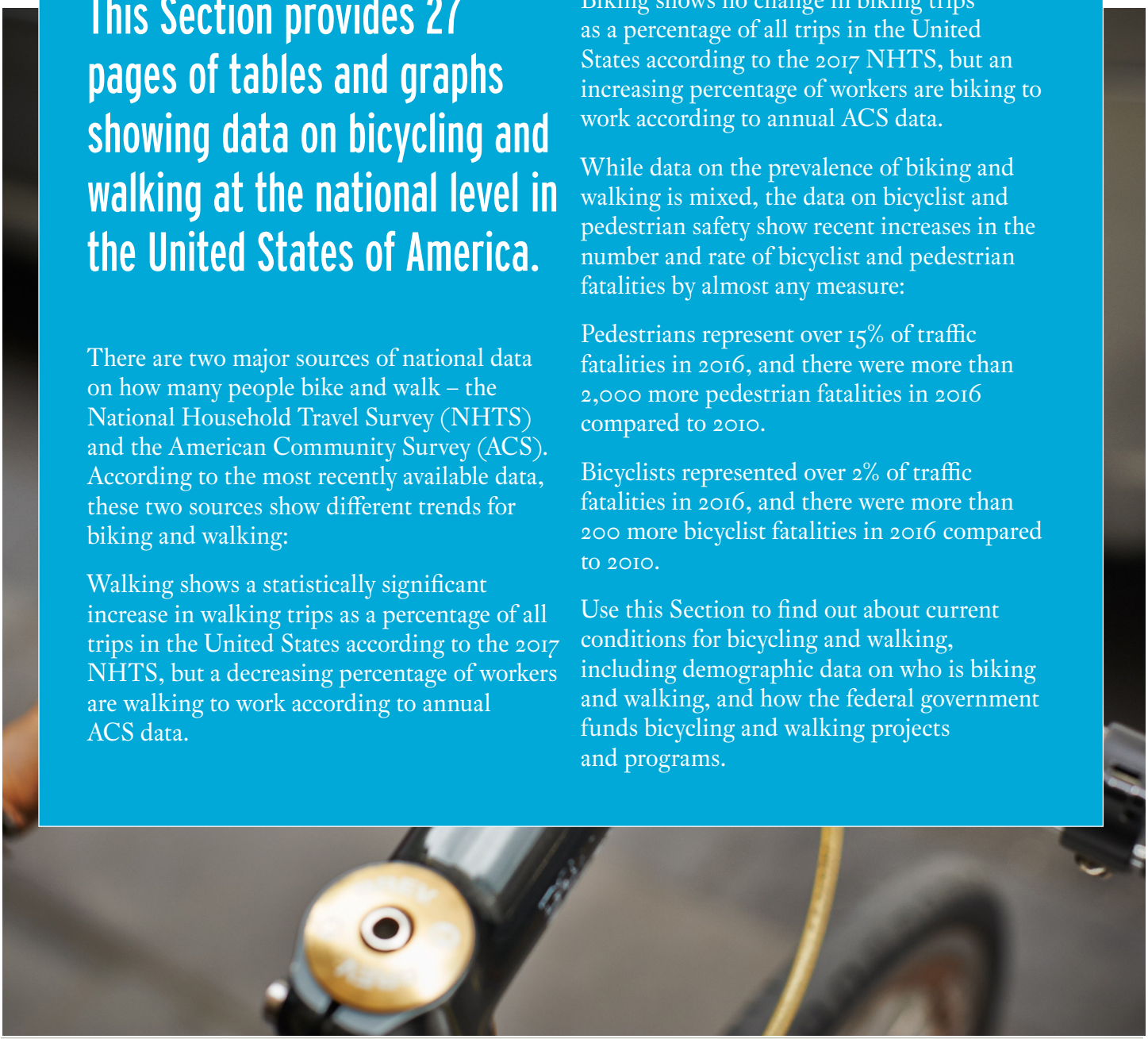
IN THIS CHAPTER

The Benchmarking Report provides data on bicycling and walking for all 50 states, the 50 most populous cities in the United States, and 19 cities that have been included in the Benchmarking Report since 2014. The data provided in the Benchmarking Report comes from the federal government, survey responses from state and city officials, and national non-profit organizations.

Use the Show Your Data chapter to gain comparative and longitudinal data about walking and biking at the national, state, and large city level.

IN THIS CHAPTER
(CONTINUED)

SECTION I: NATION



This Section provides 27 pages of tables and graphs showing data on bicycling and walking at the national level in the United States of America.

There are two major sources of national data on how many people bike and walk – the National Household Travel Survey (NHTS) and the American Community Survey (ACS). According to the most recently available data, these two sources show different trends for biking and walking:

Walking shows a statistically significant increase in walking trips as a percentage of all trips in the United States according to the 2017 NHTS, but a decreasing percentage of workers are walking to work according to annual ACS data.

Biking shows no change in biking trips as a percentage of all trips in the United States according to the 2017 NHTS, but an increasing percentage of workers are biking to work according to annual ACS data.

While data on the prevalence of biking and walking is mixed, the data on bicyclist and pedestrian safety show recent increases in the number and rate of bicyclist and pedestrian fatalities by almost any measure:

Pedestrians represent over 15% of traffic fatalities in 2016, and there were more than 2,000 more pedestrian fatalities in 2016 compared to 2010.

Bicyclists represented over 2% of traffic fatalities in 2016, and there were more than 200 more bicyclist fatalities in 2016 compared to 2010.

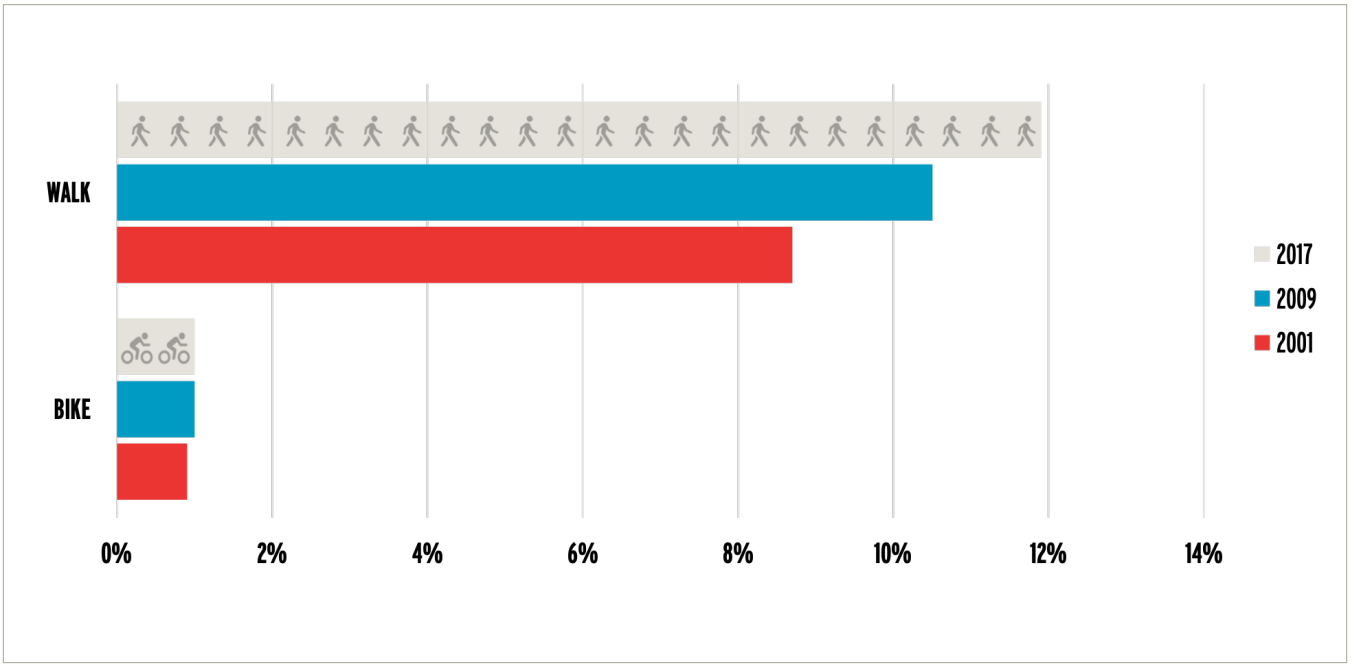
Use this Section to find out about current conditions for bicycling and walking, including demographic data on who is biking and walking, and how the federal government funds bicycling and walking projects and programs.

1.1 - NATION: RATES OF BIKING & WALKING

Trends in Prevalence of Biking & Walking for All Trips

Data from the National Household Travel Survey (NHTS) suggests that bicycling has been relatively stable as a percentage of all trips in the United States.[1] Between 2009 and 2017, about 1% of all trips in the United States were taken by bicycle. This stands in contrast to commuting data, which suggests an increase in the proportion of workers who commute by bicycle.[2]

FIGURE 1.1.1 - PERCENT OF ALL TRIPS BY WALKING OR BIKING



1 For 2001 NHTS data see The Alliance for Biking and Walking (2010). *Bicycling and Walking in the United States: 2010 Benchmarking Report*. Available at https://bikeleague.org/sites/default/files/2010BenchmarkingReport.pdf.

2 Ralph Buehler (2017). *Analysis of National Household Travel Survey data for the League of American Bicyclists*.

Over the same time, there was a statistically significant increase in walking trips as a percentage of all trips, increasing from 10.5% of all trips to 11.9% of all trips. This also stands in contrast to commuting data, which suggests a slight decrease in the proportion of workers who walk to work.[3]

FIGURE 1.1.2 - BREAKDOWN OF DATA BY TRIPS, TIME, & DISTANCE

	BIKE TRIPS (Million Daily Bicycling Trips per Year)	**MINUTES CYCLED** (Billion Minutes)	**DISTANCE CYCLED** (Billion Miles)	**WALK TRIPS** (Million Daily Walking Trips per Year)	**MINUTES WALKED** (Billion Minutes)	**DISTANCE WALKED** (Billion Miles)
2017	3,789	78	8.5	44,900	621	33.7
2009	4,082	80	9.0	41,000	614	27.9

NHTS data on total trips, minutes, and distance of trips by bicycling and walking appear consistent with the data on mode share. The increase in walking trips is statistically significant.[4] Note: Changes to the methodology of the NHTS between 2009 and 2017 mean that changes in data should be interpreted with caution.[5]

Rider at night (pexels.com)

3 Compare to Figure 1.1.2. Trends in Rates of Bicycling and Walking for Commuting.

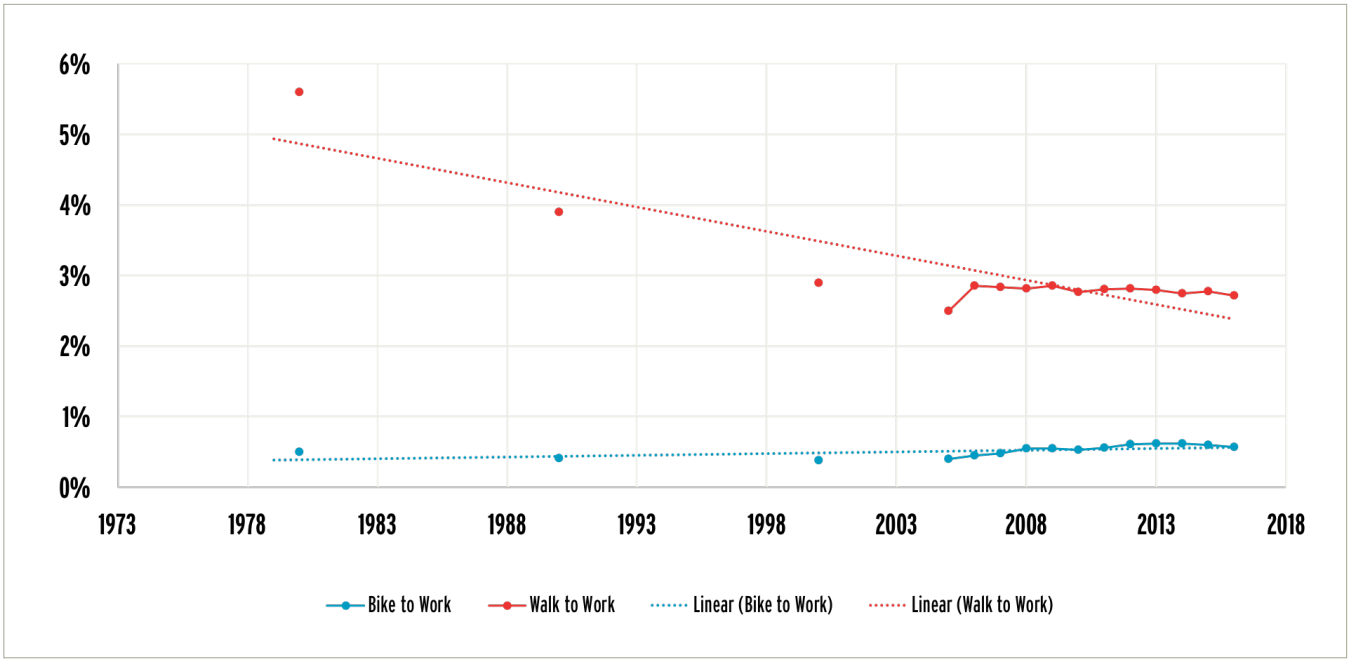
4 Ralph Buehler (2017). *Analysis of 2017 and 2009 National Household Travel Survey data for the League of American Bicyclists.*

5 N. McGuckin and A. Fucci (2017). FHWA-PL-18-019. *Summary of Travel Trends: 2017 National Household Travel Survey*. Available at https://nhts.ornl.gov/assets/2017_nhts_summary_travel_trends.pdf.

Trends in Rates of Bicycling & Walking for Commuting

Data on bicycling and walking to work comes from the U.S. Census Bureau. The decennial census reported on rates of bicycling and walking to work starting in 1980.[6]

FIGURE 1.1.3 - PERCENTAGE OF WORKERS WHO PRIMARILY BIKE OR WALK TO WORK OVER TIME



After the 2000 decennial census, the Census Bureau began using a continuous survey that has become the American Community Survey (ACS). The ACS has provided yearly estimates of the rate of biking and walking to work since 2005. Since ACS data has allowed yearly tracking of rates of biking and walking to work, researchers and practitioners have gained valuable insights into changes in those rates over time.

At a national level, ACS data show that there has been an increase in the rate of commuting to work by bicycle. While the overall proportion of workers who bicycle to work remains low, the prevalence has increased approximately 50%, from .4% in 2005 to .6% in 2016.[7]

Data from the Census Bureau shows considerable decreases in the proportion of workers who walk to work, from a high of 5.6% in 1980 to a low of 2.5% in 2005. After a slight increase in 2006, the proportion has remained near 3%, with slight declines in recent years.[8]

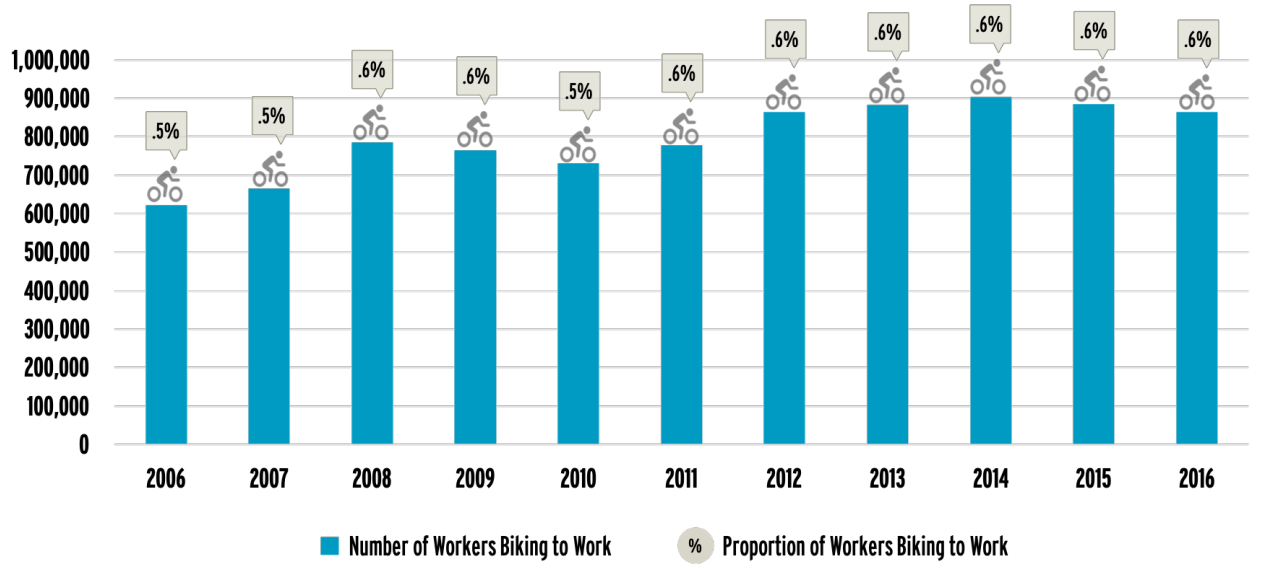
6 U.S. Census Bureau. *Means of Transportation to Work: 1990 and 1980 Decennial Census*. Available at https://www2.census.gov/programs-surveys/commuting/tables/time-series/journey/mode6790.txt.

7 U.S. Census Bureau (2006-2016). *American Community Survey Tables B08006, S0801, C08006*. Available at https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml.

8 See footnote 7.

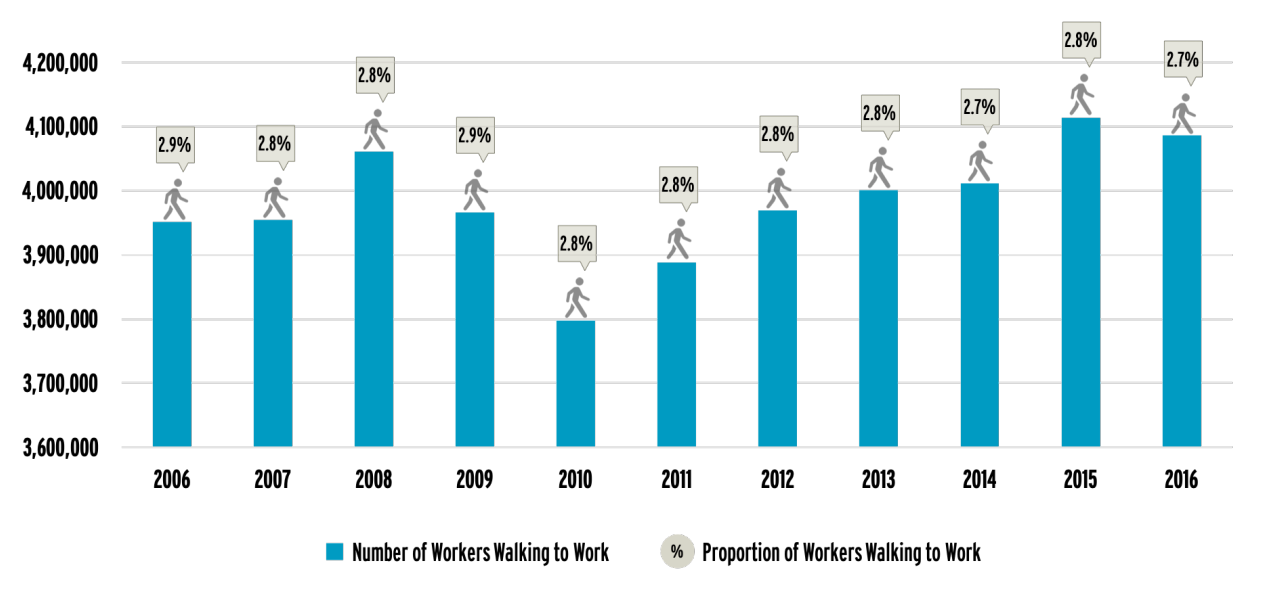
Number & Percent of People Biking to Work [9]

FIGURE 1.1.4 - NUMBER & PERCENT OF PEOPLE BIKING TO WORK



Number & Percent of People Walking to Work

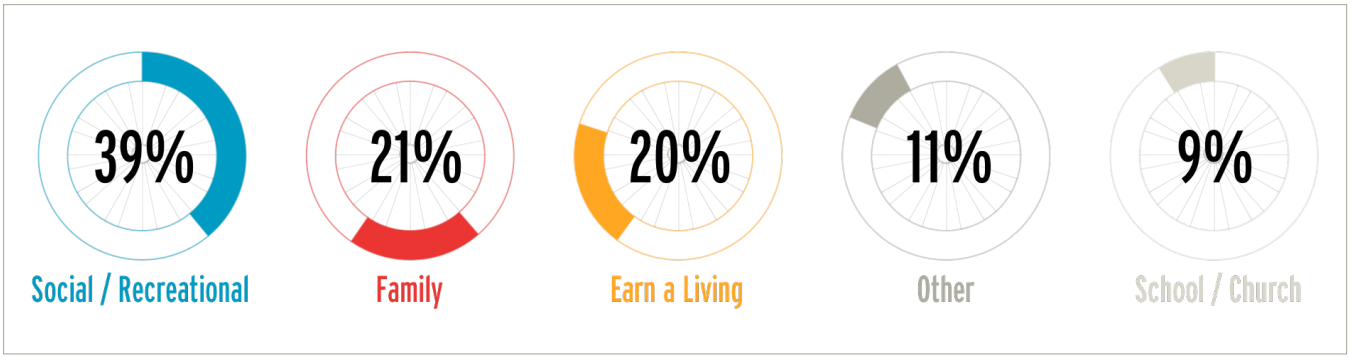
FIGURE 1.1.5 - NUMBER & PERCENT OF PEOPLE WALKING TO WORK



9 U.S. Census Bureau (2006-2016). *American Community Survey Tables B08006 1-year estimates*. Available at https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml.

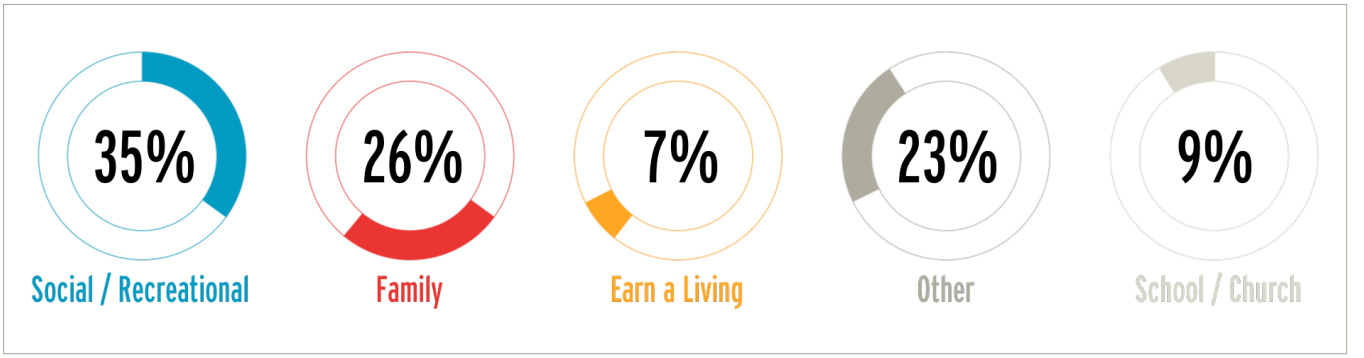
Bicycling Trips by Purpose, According to 2017 National Household Travel Survey [10]

FIGURE 1.1.6 - BIKING TRIPS BY PURPOSE



Walking Trips by Purpose, According to 2017 National Household Travel Survey [11]

FIGURE 1.1.7 - WALKING TRIPS BY PURPOSE



Between the 2009 and 2017 NHTS, biking trips to "earn a living" increased from 12.7% of bicycling trips to 20.2% of bicycling trips. This may explain the increase in the rate of bicycle commuting found in ACS data that is not reflected in the unchanged prevalence of biking as a percent of all trips in the NHTS data.

10 See footnote 2.

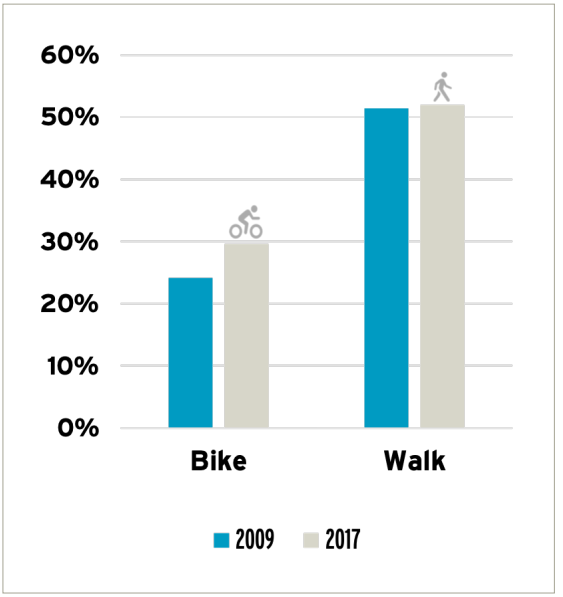
11 See footnote 2.

1.2 - NATION: DEMOGRAPHICS

OF ACTIVE TRANSPORTATION

Percent of Bicycling & Walking Trips by Women [12]

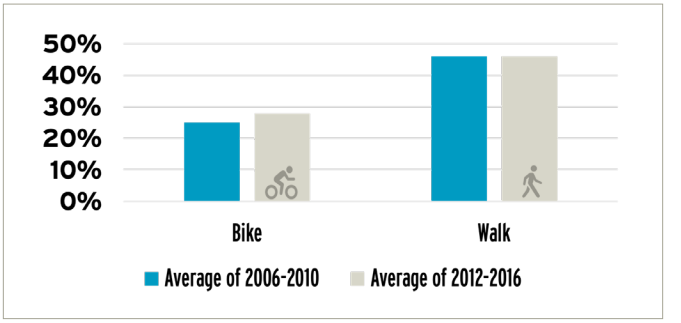
FIGURE 1.2.1 - PERCENT OF TRIPS BY FEMALES



Percent of Bicycling & Walking Commuters Who Are Women [13]

Commute to work data show that women are under-represented among people who bicycle, but not among people who walk. This is also seen in all bicycling and walking trips through NHTS data. Nationally, women represent 50.8% of the population of the United States[14] and 47.0% of commuters, but only 30.3% of all bicycling trips and only 28.0% of bicycle commuters. Nevertheless, these relatively modest participation percentages represent increases from prior years.

FIGURE 1.2.2 - PERCENT OF BIKING & WALKING COMMUTERS WHO ARE FEMALE



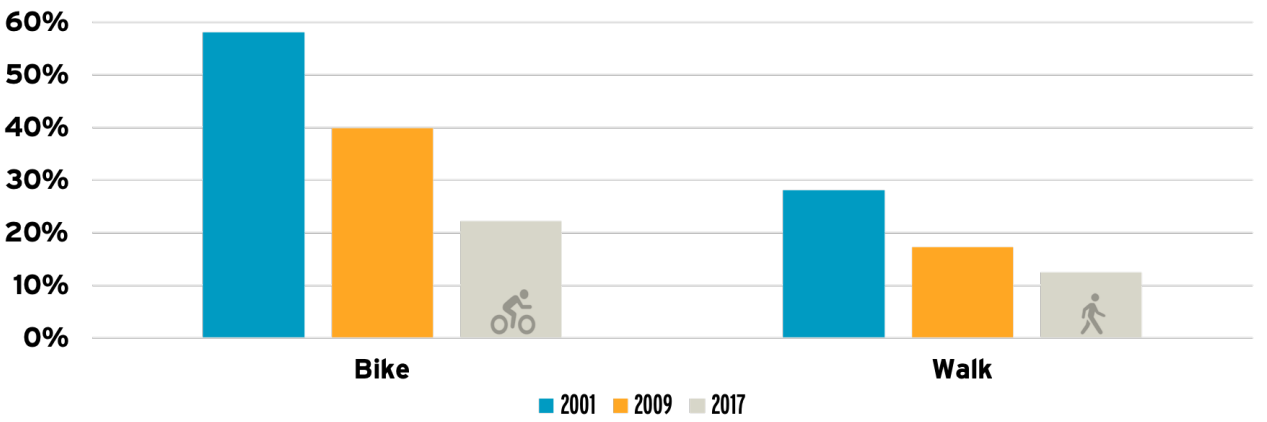
12 See footnote 4.

13 See footnote 9.

14 U.S. Census Bureau (2016). *American Community Survey Table B01003 1-year estimate*. Available at https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml.

Children & Youth Bicycling & Walking [15]

FIGURE 1.2.3 - PERCENT OF TRIPS BY CHILDREN & YOUTH (AGE 5 TO 15)



Data from the NHTS indicates that youth (people under 16 years old) are walking and biking less than in the past. There were significant drops in the percentage of both walking and biking trips by youth.

Historically, youth have represented a disproportionately high percent of bicycle trips. The 2017 NHTS data shows a significant drop to youth representing only 22.1% of bicycle trips, much more closely in line with their percentage of the US population (21.2% according to the 2010 Census). The youth percentage of walking trips also decreased, but not as steeply from 17.2% of trips in 2009 to 12.4% in 2017.

The decreases seen in the proportion of trips by youth completed by biking or walking are also seen in the number of trips, distances, and minutes of by biking and walking.

FIGURE 1.2.4 - BREAKDOWN OF DATA BY TRIPS, TIME, & DISTANCE

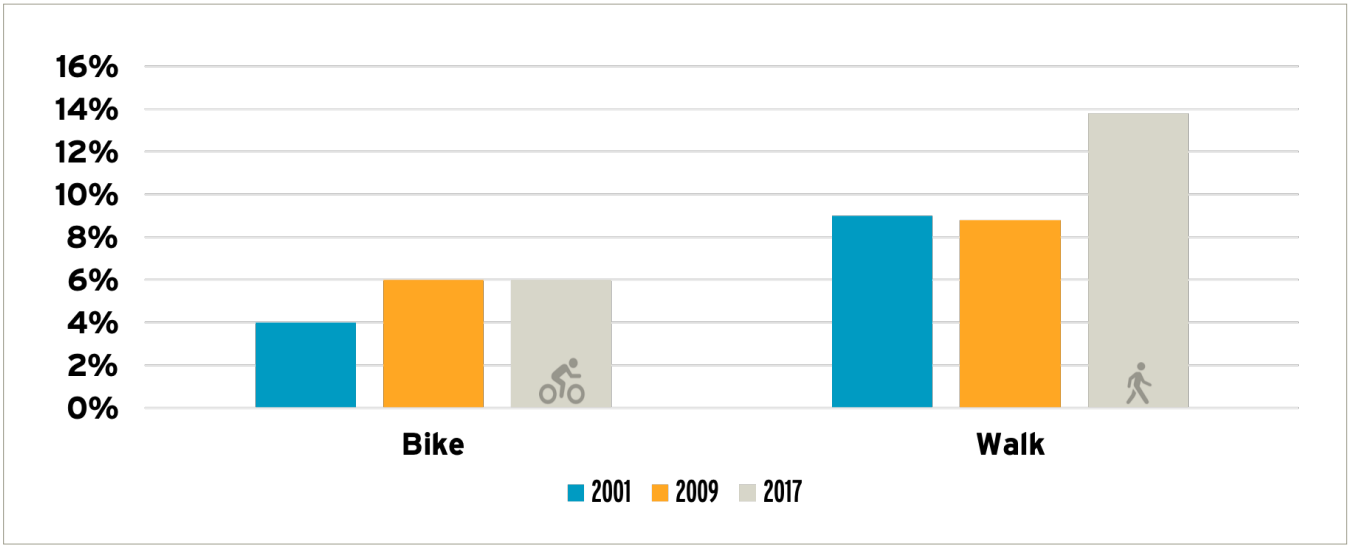
	BIKE TRIPS (Million Daily Bicycling Trips per Year)	**MINUTES CYCLED** (Billion Minutes)	**DISTANCE CYCLED** (Billion Miles)	**WALK TRIPS** (Million Daily Walking Trips per Year)	**MINUTES WALKED** (Billion Minutes)	**DISTANCE WALKED** (Billion Miles)
2017	821	13	0.8	5,490	75	3.0
2009	1,608	23	1.3	6,900	95	4.1

15 For 2001 NHTS data see The Alliance for Biking and Walking (2010). *Bicycling and Walking in the United States: 2010 Benchmarking Report*. Available at https://bikeleague.org/sites/default/files/2010BenchmarkingReport.pdf. Ralph Buehler (2017). *Analysis of 2009 and 2017 National Household Travel Survey data for the League of American Bicyclists.*

However, data from the National Center for Safe Routes to School (NCSRTS) estimates that walking to school increased between 2007/8 and 2014, while biking to school stayed relatively consistent. The NCSRTS data is based on "720,000 parent surveys collected by nearly 6,500 schools throughout the United States starting in 2007 and extending through 2014.[16]" The parent survey "captures the usual travel mode of students and parents' perceptions about walking and bicycling between home and school.[17]"

Seniors Bicycling & Walking

FIGURE 1.2.5 - PERCENT OF TRIPS BY SENIORS (AGE 65+)



Data from the 2017 NHTS shows a statistically significant increase in the percent of walking trips attributed to people over 65 years of age. The percentage of walking trips by people over 65 years of age rose from 8.8% in 2009 to 13.8% in 2017.[18] This increase was greater than the increase in the share of the U.S. population that is aged 65 years or older, which increased from 13.1% in the 2010 Census to 14.5% in the 2016 1-year ACS estimate.[19]

After increasing between 2001 and 2009, the percentage of bicycling trips attributable to people over 65 years of age did not change significantly between 2009 and 2017, staying stable at 6% of all bicycling trips according to the NHTS. [20]

16 The National Center for Safe Routes to School (2016). Trends in Bicycling to School from 2007 to 2014 at p. 5. Available at http://www.pedbikeinfo.org/pdf/Community_SRTSfederal_Trends.pdf.

17 See footnote 16.

18 See footnote 4.

19 U.S. Census Bureau (2016). *2010 Decennial Census and American Community Survey Table B01003 1-year estimate*. Available at https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml.

20 For 2001 NHTS data see The Alliance for Biking and Walking (2010). *Bicycling and Walking in the United States: 2010 Benchmarking Report*. Available at https://bikeleague.org/sites/default/files/2010BenchmarkingReport.pdf. Ralph Buehler (2017). *Analysis of 2009 and 2017 National Household Travel Survey data for the League of American Bicyclists*.

Low-Income Households Bicycling, Walking, & Using Transit

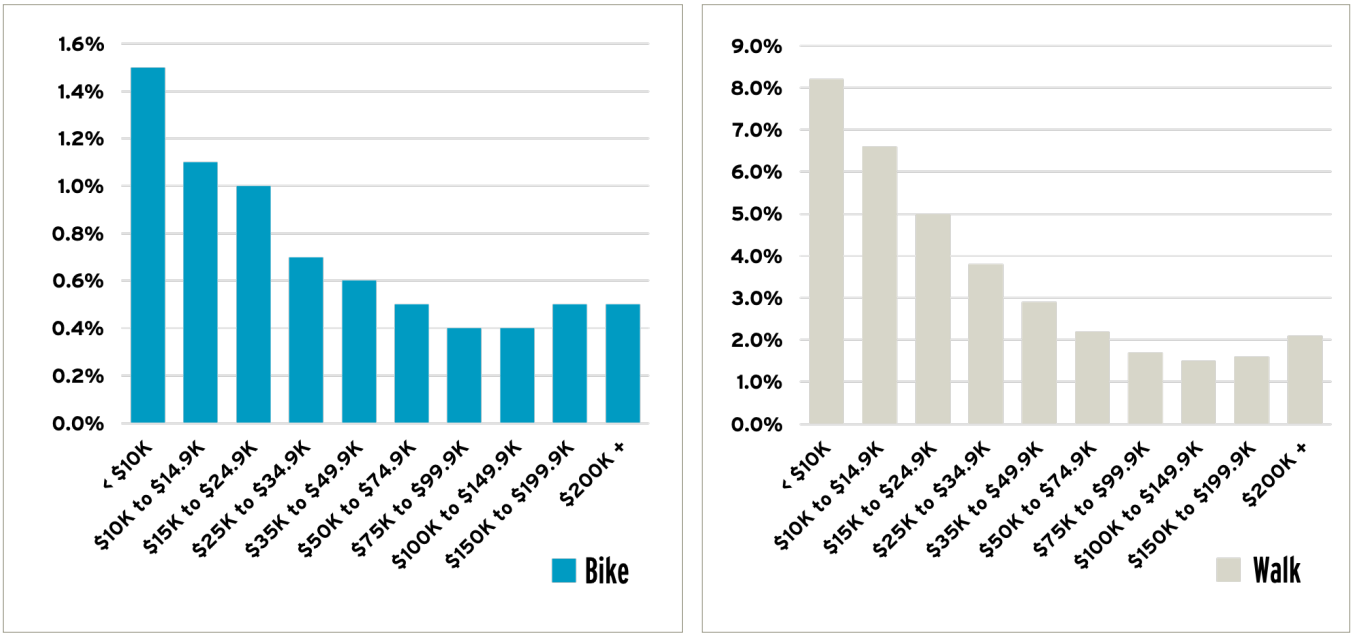
FIGURE 1.2.6 - PERCENT OF BIKING, WALKING, & TRANSIT TRIPS BY PEOPLE FROM HOUSEHOLDS WITH INCOME OF LESS THAN $25,000 PER YEAR

According to the 2017 NHTS, the proportion of bicycling and walking trips made by people from households with low incomes (incomes of less than $25,000 per year) is similar or slightly more than the percentage of total population from those households (21.2% according to the 2016 ACS) . Although people from low-income households represented significantly smaller proportion of transit trips in 2017 compared to 2009, they are still over-represented among transit users.

Data from the Census Bureau has suggested that bicycling and walking are much more common as a means of commute to work at lower income levels. The proportion of workers who walk or bike to work is progressively lower across income categories, up to about $100,000 per year, beyond which the prevalence is fairly stable or slightly higher at very high-income levels.

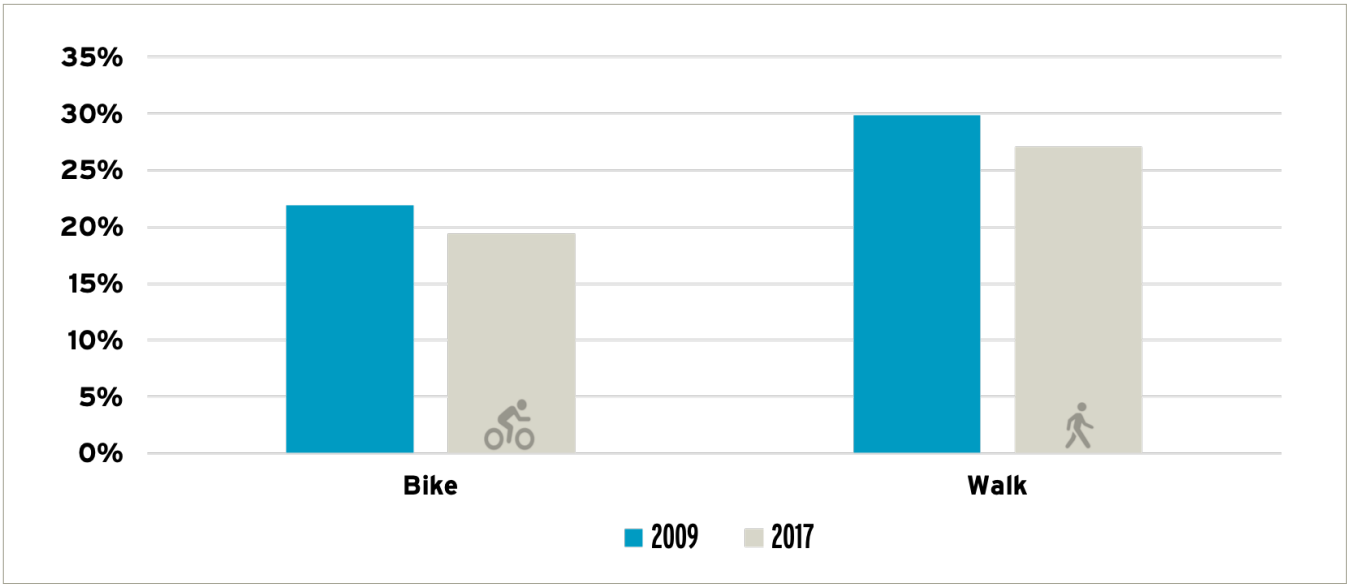
Photo credit Brett Sayles (pexels.com) - City street in San Francisco, CA

FIGURE 1.2.7 - BIKING & WALKING TO WORK BY HOUSEHOLD INCOME: 2008-2012 [21]



Bicycling & Walking by People of Color [22]

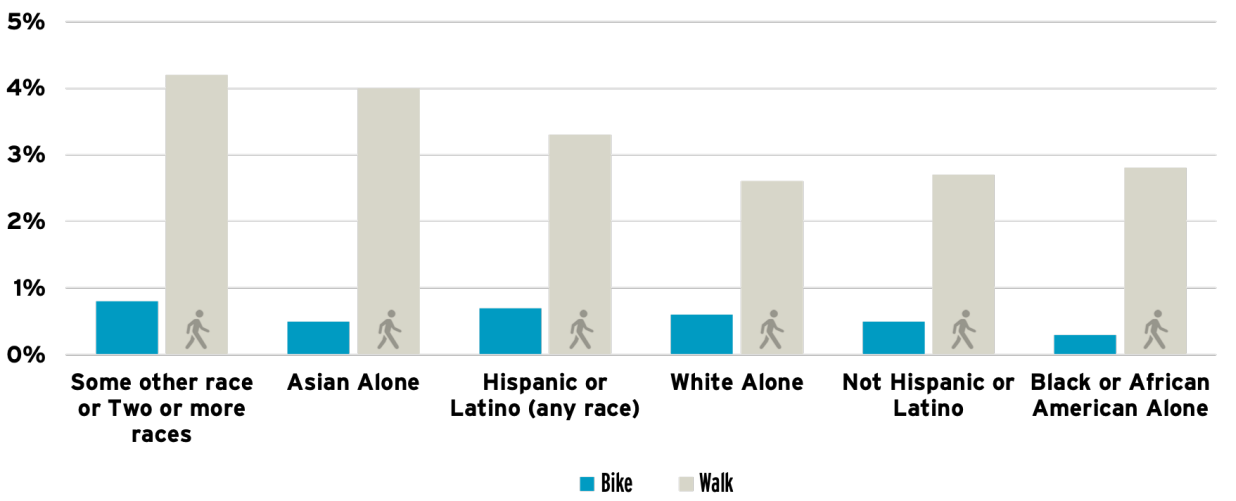
FIGURE 1.2.8 - PERCENT OF BIKING & WALKING TRIPS BY PEOPLE OF COLOR



21 U.S. Census Bureau (2014). *Modes Less Traveled*. Available at https://www.census.gov/prod/2014pubs/acs-25.pdf (adapted from Figure 11 at p. 13).

22 Ralph Buehler (2017). *Analysis of 2009 and 2017 National Household Travel Survey data for the League of American Bicyclists*. (For this analysis, People of Color means all persons who are not non-Hispanic White).

FIGURE 1.2.9 - RATES OF BIKING & WALKING TO WORK BY RACE & ETHNICITY, 2008-2012



According to the 2010 Census, about 28% of the United States population is non-White.[23] Data from NHTS suggests people of color account for a smaller proportion of bicycle trips (about 19%) than their population share would suggest if all races and ethnicities bicycled at the same rate. For walking, people of color make about 26% of trips, which is closer to their population share. This suggests an opportunity to increase biking as a transportation option among people of color.

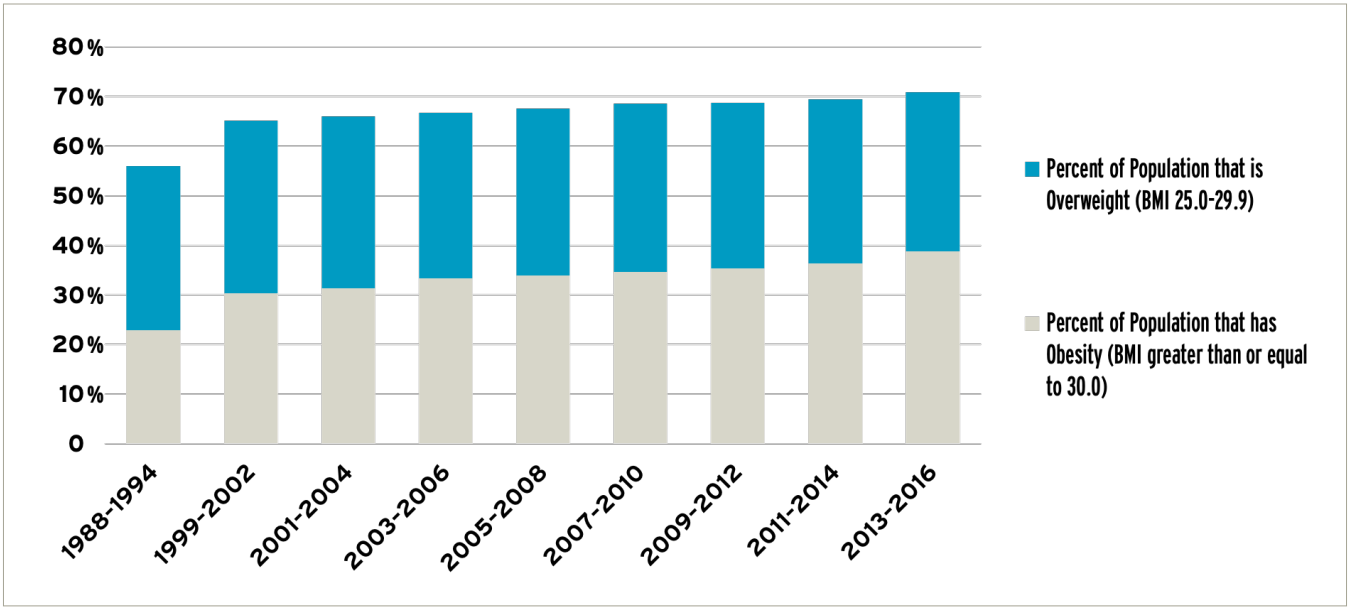
Bike Your Park Day, photo courtesy of Century Cycles Peninsula, OH

23 U.S. Census Bureau. 2010 Decennial Census Table QT-P3. Available at https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml.

1.3 - NATION: PUBLIC HEALTH INDICATORS

Percent of Population that is Overweight or Has Obesity [24]

FIGURE 1.3.1 - PERCENT OF POPULATION THAT IS OVERWEIGHT OR HAS OBESITY



Body Mass Index (BMI) is a person's weight in kilograms divided by the square of the person's height in meters. [25] When using pounds and inches, a conversion factor is used. BMI is often used as a screening tool. It is not a diagnostic tool that assesses the health of an individual. For adults, BMI is interpreted into weight status categories: underweight, normal or healthy weight, overweight, and obese. People who have obesity, compared to people with normal or healthy weight, are at an increased risk for many serious diseases and health conditions. [26]

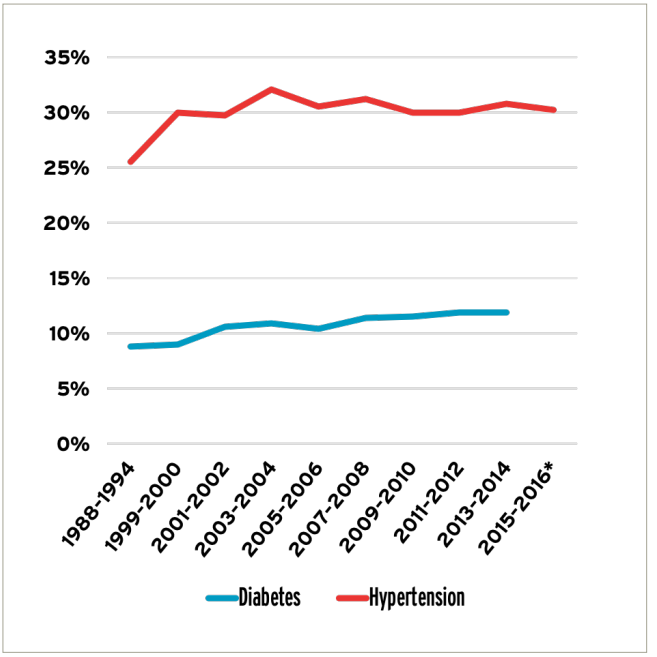
24 Centers for Disease Control and Prevention. *National Center for Health Statistics Table 058*. Available at https://www.cdc.gov/nchs/hus/contents2017.htm?search=Obesity/overweight,

25 Centers for Disease Control and Prevention. *About Adult BMI* (last updated August 29, 2017). Available at https://www.cdc.gov/healthyweight/assessing/bmi/adult_bmi/index.html.

26 Centers for Disease Control and Prevention. *The Health Effects of Overweight and Obesity* (last updated June 5, 2015). Available at https://www.cdc.gov/healthyweight/effects/index.html.

Percent of Population that has Diabetes or Hypertension [27]

FIGURE 1.3.2 - PERCENT OF US POPULATION WHO HAS DIABETES OR HYPERTENSION



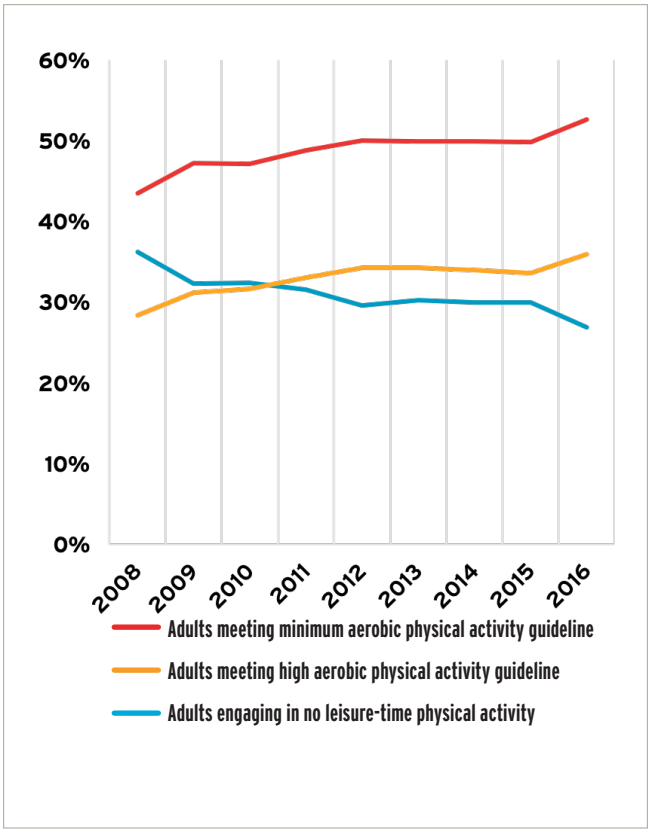
The U.S. Department of Health and Human Services first issued physical activity guidelines in 2008 to provide "evidence-based advice on how physical activity can help promote health and reduce the risk of chronic disease." Updated guidelines were published in 2018 with additional evidence about "Immediate and longer term benefits for how people feel, function, and sleep" and that "even short episodes of physical activity are beneficial." You can learn more here: https://health.gov/paguidelines/second-edition/.

Physical Activity Over Time [28]

The minimum aerobic physical activity guideline is defined as moderate intensity physical activity for 150 minutes per week or more, or vigorous intensity physical activity for 75 minutes per week or more, or an equivalent combination.

The high aerobic physical activity guideline is defined as moderate intensity physical activity for 300 minutes per week or more, or vigorous intensity physical activity for 150 minutes per week or more, or an equivalent combination.

FIGURE 1.3.3 - PHYSICAL ACTIVITY BY ADULTS OVER TIME



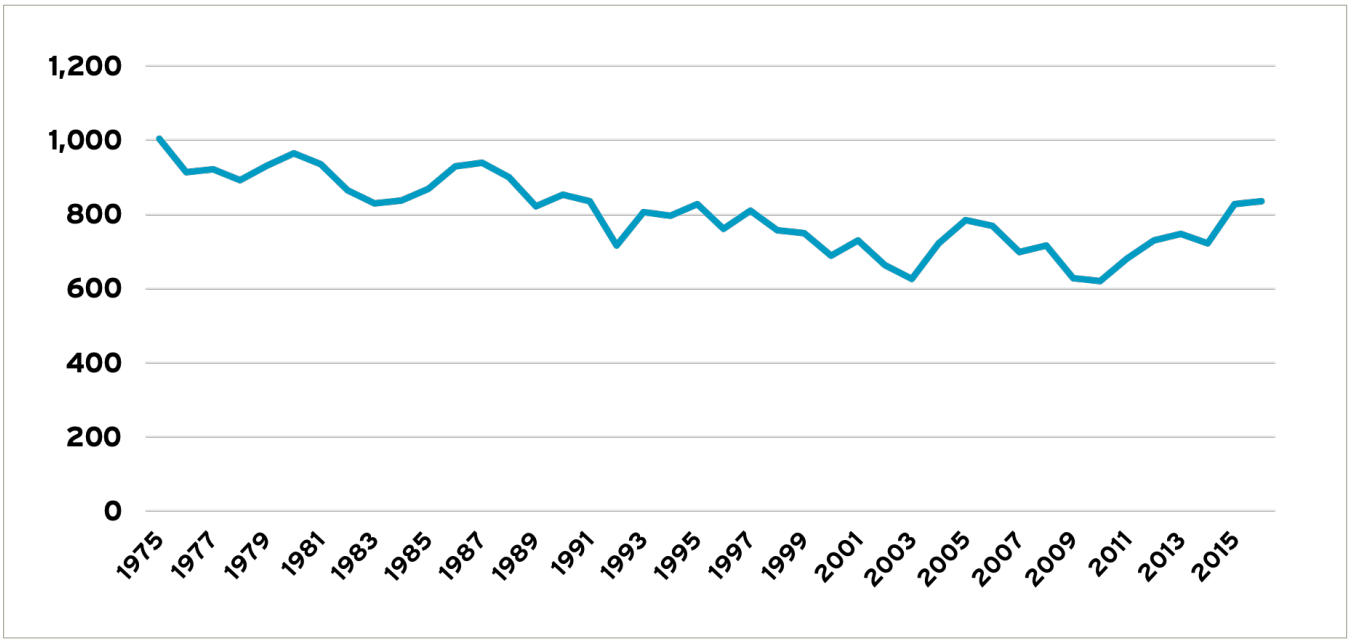
27 Centers for Disease Control and Prevention. *National Center for Health Statistics Table 053*. Available at https://www.cdc.gov/nchs/hus/contents2017.htm.

28 Centers for Disease Control and Prevention. *National Health Interview Survey* (NHIS). Available at https://www.cdc.gov/physicalactivity/downloads/trends-in-the-prevalence-of-physical-activity-508.pdf

1.4 - NATION: BICYCLIST & PEDESTRIAN ROAD SAFETY

Trends in Bicyclist Fatalities

FIGURE 1.4.1 - NUMBER OF ANNUAL BICYCLIST FATALITIES



In 1975, bicyclist deaths were evenly distributed (50/50) between urban and rural land uses.[29] Since that time, bicyclist deaths have become increasingly an urban problem, with 71% of bicyclist deaths occurring in urban areas in 2016.[30]

Most bicyclist deaths occur on arterial roadways, with 61% of bicyclist deaths in 2016 occurring on principal or minor arterial roadways, despite this type of road making up only 10% of the national roadway system.[31]

29 Insurance Institute for Highway Safety. *Fatality Facts*. Available at http://www.iihs.org/iihs/topics/t/pedestrians-and-bicyclists/fatalityfacts/bicycles (uses data from NHTSA FARS and includes fatalities categorized as "other and/or unknowns").

30 See footnote 29.

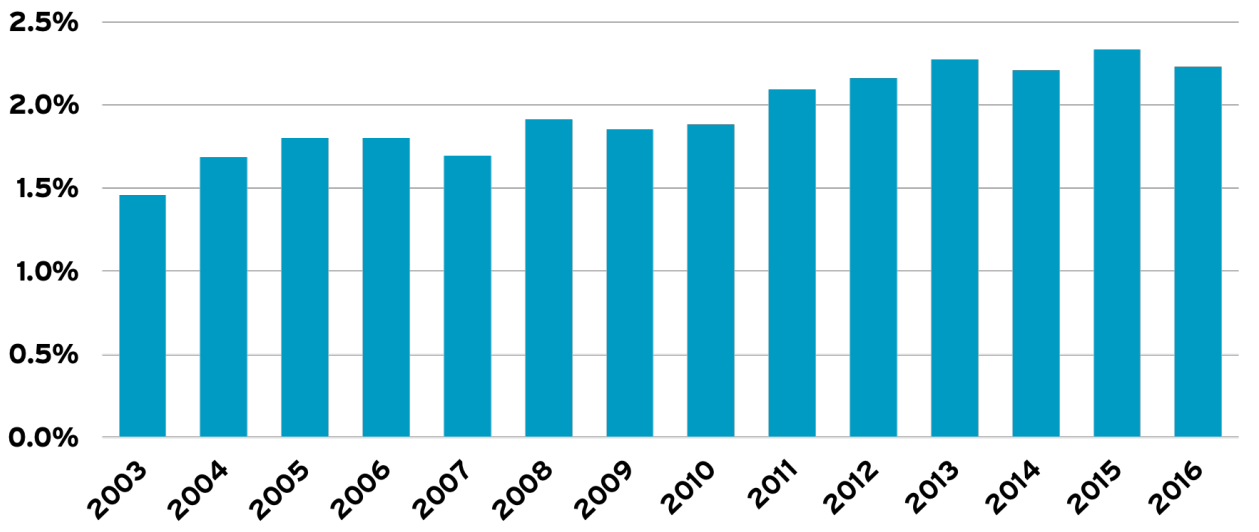
31 National Highway Traffic Safety Administration (NHTSA). *Fatality Analysis Reporting System* (query of 2016 data). Available at https://www-fars.nhtsa.dot.gov//QueryTool/QuerySection/SelectYear.aspx.

FIGURE 1.4.2 - BICYCLIST FATALITIES BY ROAD TYPE

	INTERSTATE	OTHER PRINCIPAL AND MINOR ARTERIALS	MAJOR AND MINOR COLLECTORS	LOCAL
PERCENT OF BICYCLIST FATALITIES BY FUNCTIONAL SYSTEM [30]	2%	61%	20%	12%
PERCENT OF ROAD MILES BY FUNCTIONAL SYSTEM [31]	1%	10%	20%	69%

Bicyclist Fatalities as a Percent of All Road Fatalities

FIGURE 1.4.3 - PERCENT OF ALL TRAFFIC FATALITIES THAT ARE BICYCLISTS



The proportion of all traffic fatalities that are bicyclists has increased in recent years. Bicyclists represent over 2% of traffic fatalities while only accounting for 1% of trips. [34]

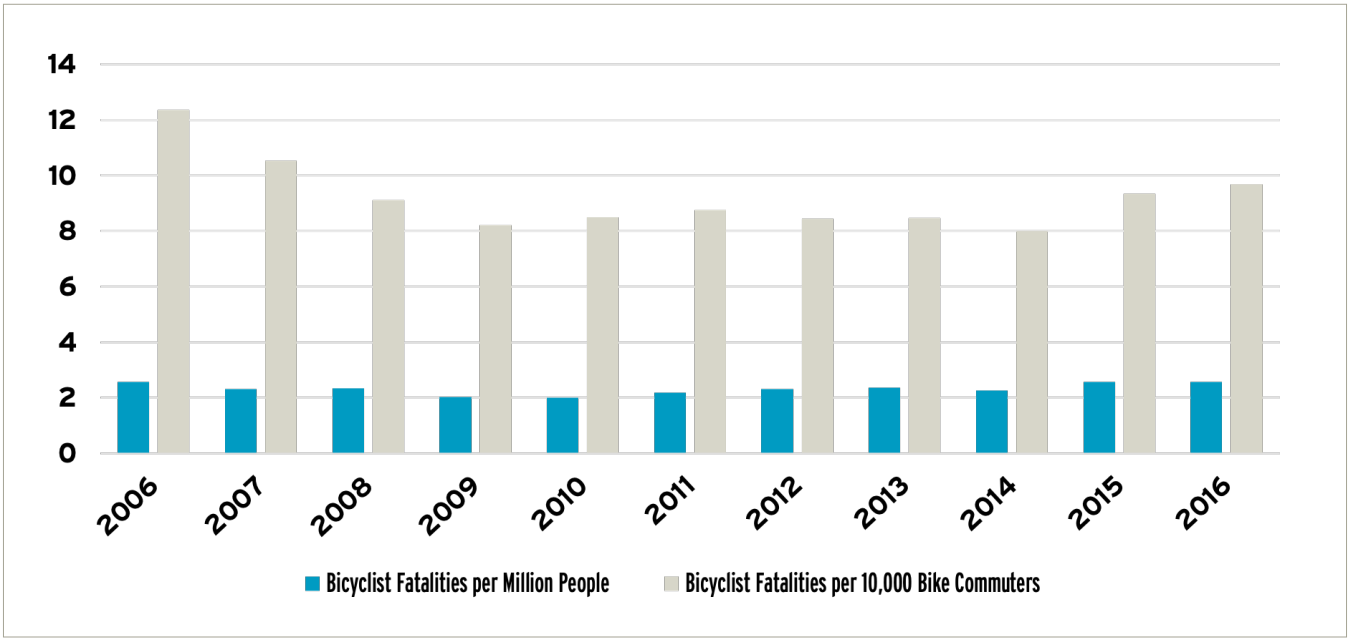
32 See footnote 31.

33 Bureau of Transportation Statistics (2013). *Table 1-1: Public Road Length, Miles by Functional System*. Available at https://cms.bts.dot.gov/archive/publications/state_transportation_statistics/state_transportation_statistics_2015/chapter-1/table1_1.

34 Compare to 1.1.1: Trends in Prevalence of Bicycling and Walking for All Trips.

Bicyclist Fatality Rates Per Capita & Per Bicycle Commuter [35]

FIGURE 1.4.4 - BICYCLIST FATALITIES PER CAPITA & PER BICYCLE COMMUTER



The rate of bicyclist fatalities per capita and per estimated bicycle commuters has increased since 2014 for both metrics.

35 Insurance Institute for Highway Safety. *Fatality Facts*. Available at http://www.iihs.org/iihs/topics/t/pedestrians-and-bicyclists/fatalityfacts/bicycles (uses data from NHTSA FARS and includes fatalities categorized as "other and/or unknowns"). U.S. Census Bureau (2016). *American Community Survey Tables B01003 and B08006 1-year estimates*. Available at https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml.

Bicyclist Fatalities, by Race of Bicyclist Killed

FIGURE 1.4.5 - RACE OF BICYCLISTS KILLED IN MOTOR VEHICLE CRASHES, 2014-2016

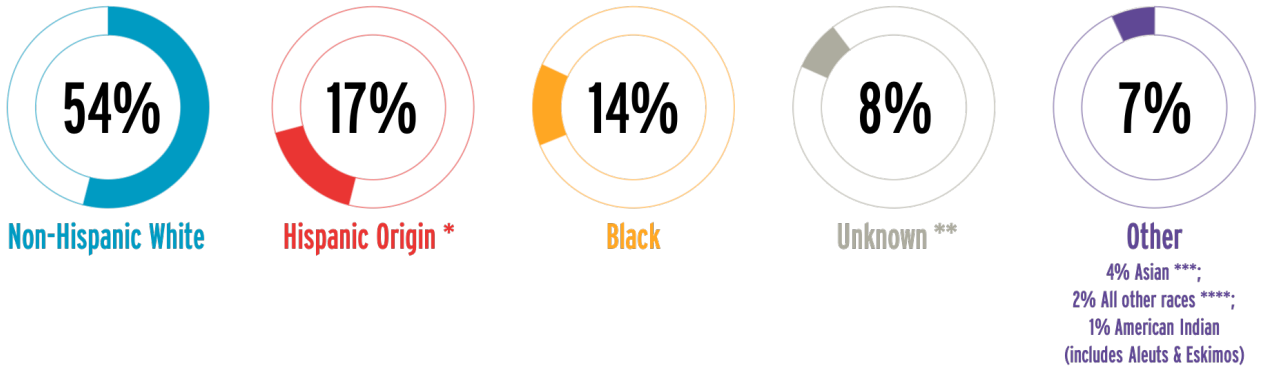


FIGURE 1.4.6 - BICYCLIST FATALITIES BY RACE

RACE AS REPORTED IN NHTSA FARS DATA	PERCENT OF BICYCLIST FATALITIES, 2014-2016 [34]	RACE AS REPORTED IN AMERICAN COMMUNITY SURVEY	PERCENT OF POPULATION [35]
Non-Hispanic White	54%	White alone, not Hispanic or Latino	61.3%
Hispanic Origin*	17%	Hispanic or Latino	17.8%
Black	14%	Black or African American	13.3%
Unknown**	8%	NA	NA
Asian***	4%	Asian alone	5.7%
All other races****	2%	NA	NA
American Indian (includes Aleuts and Eskimos)	1%	American Indian and Alaska Native alone	1.3%

* Hispanic Origin includes all people categorized as White and any Hispanic origin, including Mexican, Puerto Rican, Cuban, Central or South American, European Spanish, Hispanic-origin not specified or other origin, and Unknown.

** Unknown includes all people coded as blank.

*** Asian includes all people categorized as Chinese, Japanese, Hawaiian (including part-Hawaiian), Filipino, Asian Indian, Korean, Vietnamese, Other Asian or Pacific Islander, and Asian and Pacific Islander-no specific (individual) race.

**** All other races includes all people categorized as All Other Races, Multiple Races (individual races not specified; ex. "mixed"), and Other Indian (includes South and Central America, any other, except American or Asian Indians).

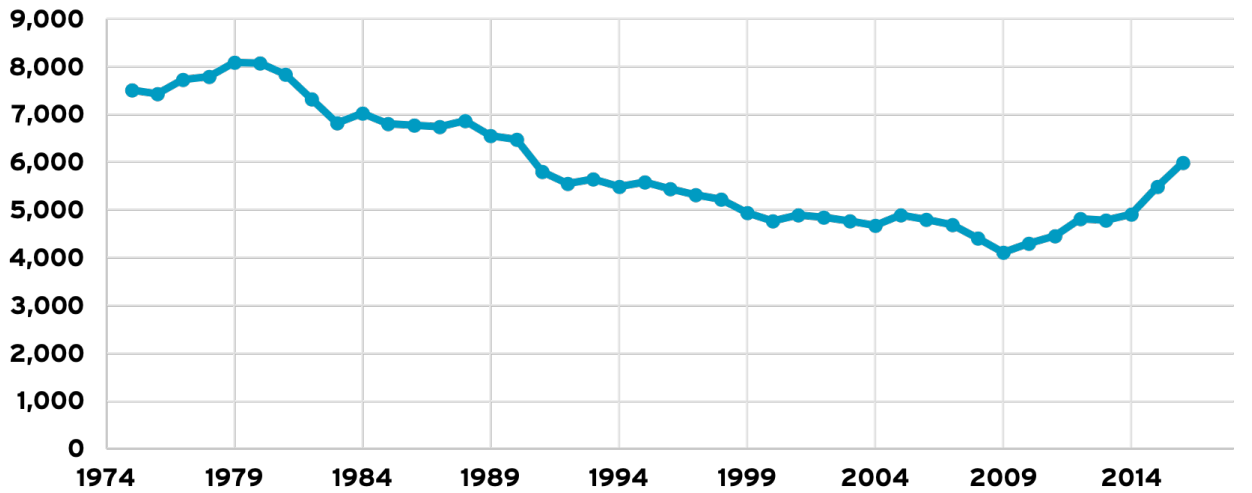
36 NHTSA. *FARS Database*; (Query: Table Option 1; Person Fields "Hispanic Origin," "Injury Severity," "Person Type," and "Race;" Injury Severity = "(4)Fatal Injury (K), Person Type = "(6)Bicyclist.")

37 U.S. Census Bureau. *United States Quick Facts*. Available at https://www.census.gov/quickfacts/fact/table/US/RHI225216

Trends in Pedestrian Fatalities

After decades of declines, the number of pedestrian fatalities per year has increased since 2009.[38] A 2011 report by the AAA Foundation for Highway Safety found that the risk of death for pedestrians increased dramatically with speed – so that a pedestrian hit at 30 mph had a 25% risk of death, but a pedestrian hit at 40 mph had a 50% risk of death.[39] In 2016, ProPublica organized the data from that study into an interactive tool so that individuals can see how vehicle speeds affect pedestrian survival in crashes.[40]

FIGURE 1.4.7 - NUMBER OF ANNUAL PEDESTRIAN FATALITIES



In 2016, 79% of pedestrian deaths occurred on roads with speed limits of 35 mph or greater. We cannot estimate if this is an over-representation because the U.S. DOT Bureau of Transportation Statistics does not provide data on miles of road by posted speed limit.

FIGURE 1.4.8 - PEDESTRIAN FATALITIES BY POSTED SPEED LIMIT

SPEED LIMIT OF ROAD	PERCENT OF PEDESTRIAN DEATHS [39]
<35 mph	18%
35-40 mph	28%
45 mph+	51%
Unknown or no limit	3%

38 Insurance Institute for Highway Safety. *Fatality Facts.* Available at https://www.iihs.org/iihs/topics/t/pedestrians-and-bicyclists/fatalityfacts/pedestrians.

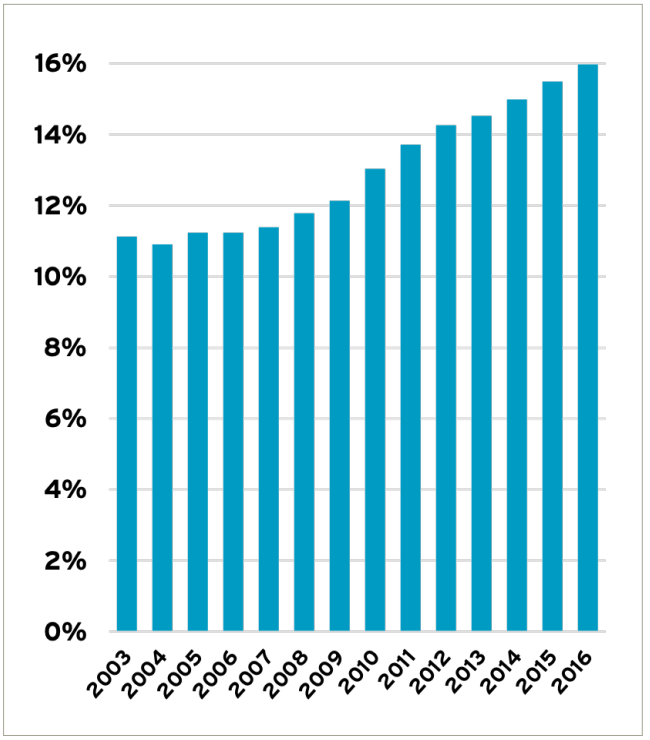
39 Tefft, B.C. AAA Foundation for Traffic Safety (2011). *Impact Speed and a Pedestrian's Risk of Severe Injury or Death.* Available at http://aaafoundation.org/impact-speed-pedestrians-risk-severe-injury-death/.

40 Groeger, L. ProPublica (2016). *Unsafe at Many Speeds*. Available at https://www.propublica.org/article/unsafe-at-many-speeds.

41 See footnote 38.

Pedestrian Fatalities as a Percent of All Road Fatalities

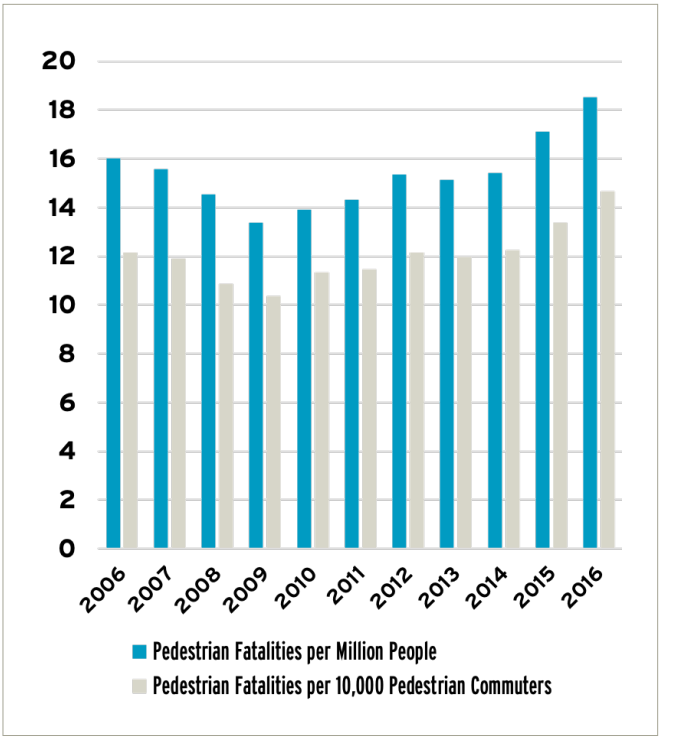
FIGURE 1.4.9 - PERCENT OF ALL TRAFFIC FATALITIES THAT ARE PEDESTRIANS



As with bicyclists, the proportion of all traffic fatalities that are pedestrians has increased in recent years. Pedestrians make up 16% of traffic fatalities while only accounting for about 12% of trips. [42]

Pedestrian Fatality Rates Per Capita & Per Pedestrian Commuter

FIGURE 1.4.10 - PEDESTRIAN FATALITIES PER CAPITA & PER PEDESTRIAN COMMUTER



The rate of pedestrian fatalities per capita and per 10,000 pedestrian commuters has increased since 2009 for both metrics.[43]

42 Compare to 1.1.1: Trends in Prevalence of Bicycling and Walking for All Trips

43 Insurance Institute for Highway Safety. *Fatality Facts*. Available at http://www.iihs.org/iihs/topics/t/pedestrians-and-bicyclists/fatalityfacts/pedestrians (uses data from NHTSA FARS and includes fatalities categorized as "other and/or unknowns"). U.S. Census Bureau (2016). *American Community Survey Tables B01003 and B08006 1-year estimates*. Available at https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml.

Pedestrian Fatalities, by Race of Pedestrian Killed

FIGURE 1.4.11 - RACE OF PEDESTRIANS KILLED IN MOTOR VEHICLE CRASHES, 2014-2016

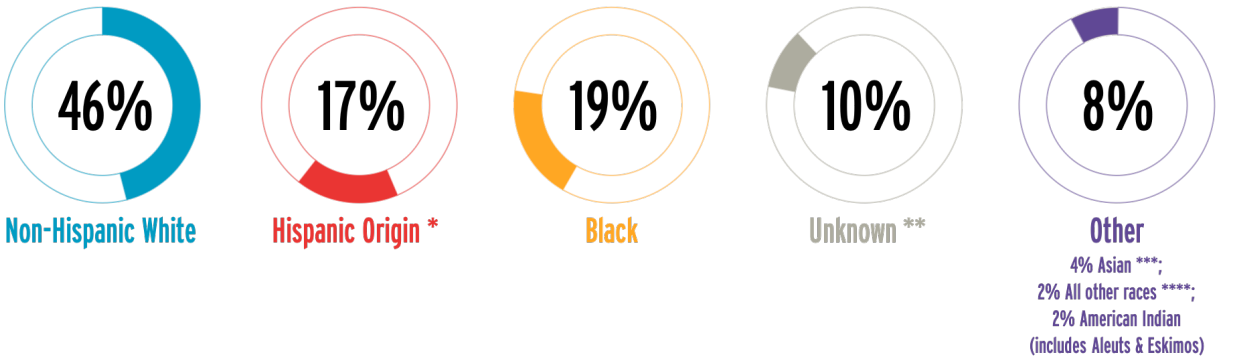


FIGURE 1.4.12 - PEDESTRIAN FATALITIES BY RACE

RACE AS REPORTED IN NHTSA FARS DATA	PERCENT OF PEDESTRIAN FATALITIES, 2014-2016 [42]	RACE AS REPORTED IN AMERICAN COMMUNITY SURVEY	PERCENT OF POPULATION [43]
Non-Hispanic White	46%	White alone, not Hispanic or Latino	61.3%
Hispanic Origin*	17%	Hispanic or Latino	17.8%
Black	**19%**	Black or African American	**13.3%**
Unknown**	10%	NA	NA
Asian***	4%	Asian alone	5.7%
All other races****	2%	NA	NA
American Indian (includes Aleuts and Eskimos)	2%	American Indian and Alaska Native alone	1.3%

Data suggests that black people are over-represented among pedestrian fatalities, with black people accounting for slightly over 19% of pedestrian deaths while representing less than 14% of the US population.

* Hispanic Origin includes all people categorized as White and any Hispanic origin, including Mexican, Puerto Rican, Cuban, Central or South American, European Spanish, Hispanic-origin not specified or other origin, and Unknown.

** Unknown includes all people coded as blank

*** Asian includes all people categorized as Chinese, Japanese, Hawaiian (including part-Hawaiian), Filipino, Asian Indian, Korean, Samoan, Vietnamese, Guamanian, Other Asian or Pacific Islander, and Asian or Pacific Islander-no specific (individual) race.

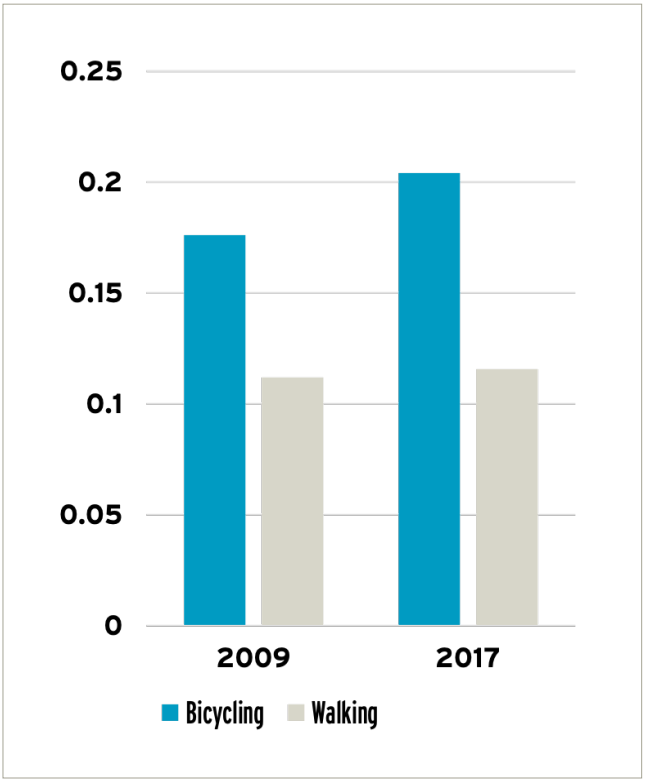
**** All other races includes all people categorized as All Other Races, Multiple Races (individual races not specified; ex. "mixed"), and Other Indian (includes South and Central America, any other, except American or Asian Indians)

44 NHTSA. *FARS Database* (Query: Table Option 1; Person Fields "Hispanic Origin," "Injury Severity," "Person Type," and "Race;" Injury Severity = "(4)Fatal Injury (K), Person Type = "(5)Pedestrian.").

45 U.S. Census Bureau. *United States Quick Facts*. Available at https://www.census.gov/quickfacts/fact/table/US/RHI225216

Bicyclist & Pedestrian Deaths per Million Trips [46]

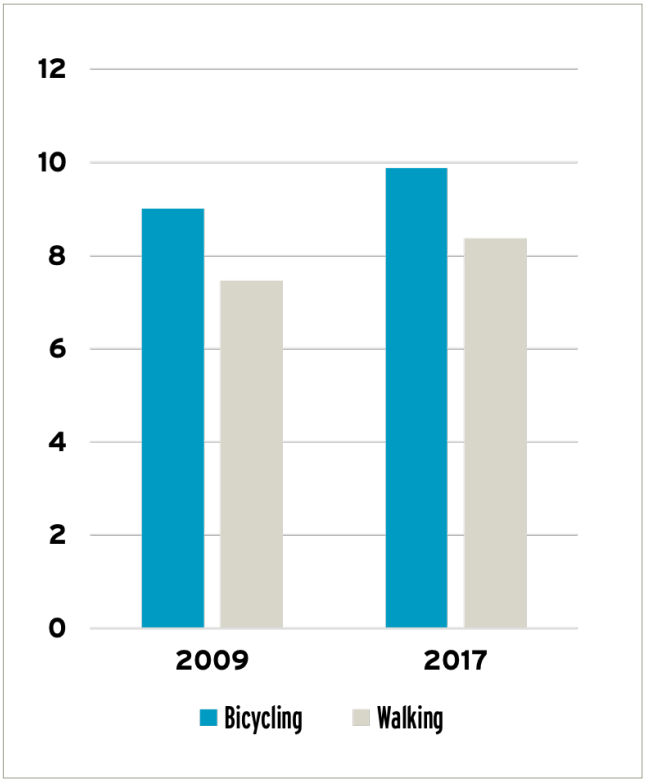
FIGURE 1.4.13 - DEATHS PER MILLION TRIPS



Bicycling appears to be significantly more dangerous than walking on a per trip basis. This may reflect the short distance of many walking trips, with more than 80% of walking trips being 1 mile or less while less than 60% of bicycling trips are 1 mile or less.[47] The rate of death per million trips increased for both bicycling and walking between 2009 and 2017.

Bicyclist & Pedestrian Deaths per Billion Minutes [48]

FIGURE 1.4.14 - DEATHS PER BILLION MINUTES



Bicycling continues to appear to be more dangerous than walking when examined by death rate per billion minutes. The rate of death per billion minutes increased for both bicycling and walking between 2009 and 2017.

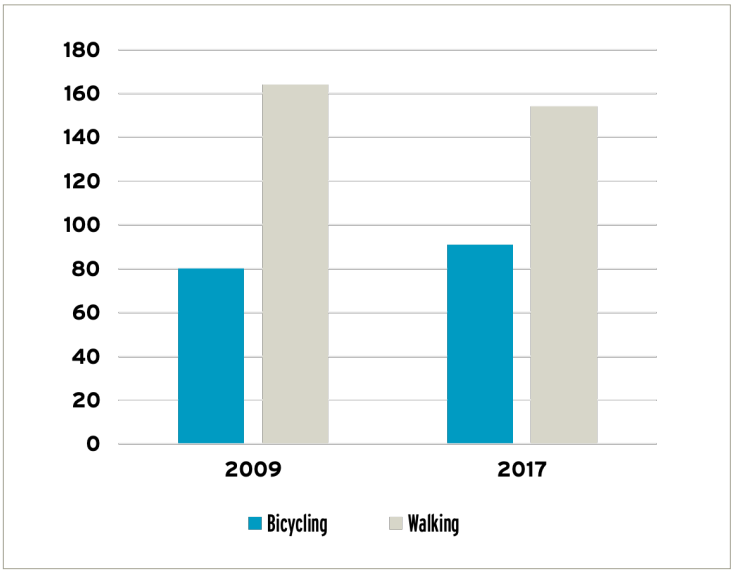
46 Insurance Institute for Highway Safety. *Fatality Facts.* Available at http://www.iihs.org/iihs/topics/t/pedestrians-and-bicyclists/fatalityfacts/pedestrians (uses data from NHTSA FARS and includes fatalities categorized as "other and/or unknowns". "2017" data reflects a 5-year average of available fatality data from 2012-2016 and "2009" data reflects a 5-year average of available fatality data from 2005-2009). Ralph Buehler (2017). *Analysis of 2009 and 2017 National Household Travel Survey data for the League of American Bicyclists.*

47 U.S. DOT Federal Highway Administration. *2017 National Household Travel Survey* (Person Trips with Trip distance in miles, derived from route geometry returned by Google Maps API, or from reported loop-trip distance and mode, derived). Available at https://nhts.ornl.gov/.

48 See footnote 46.

Bicyclist & Pedestrian Deaths per Billion Miles [49]

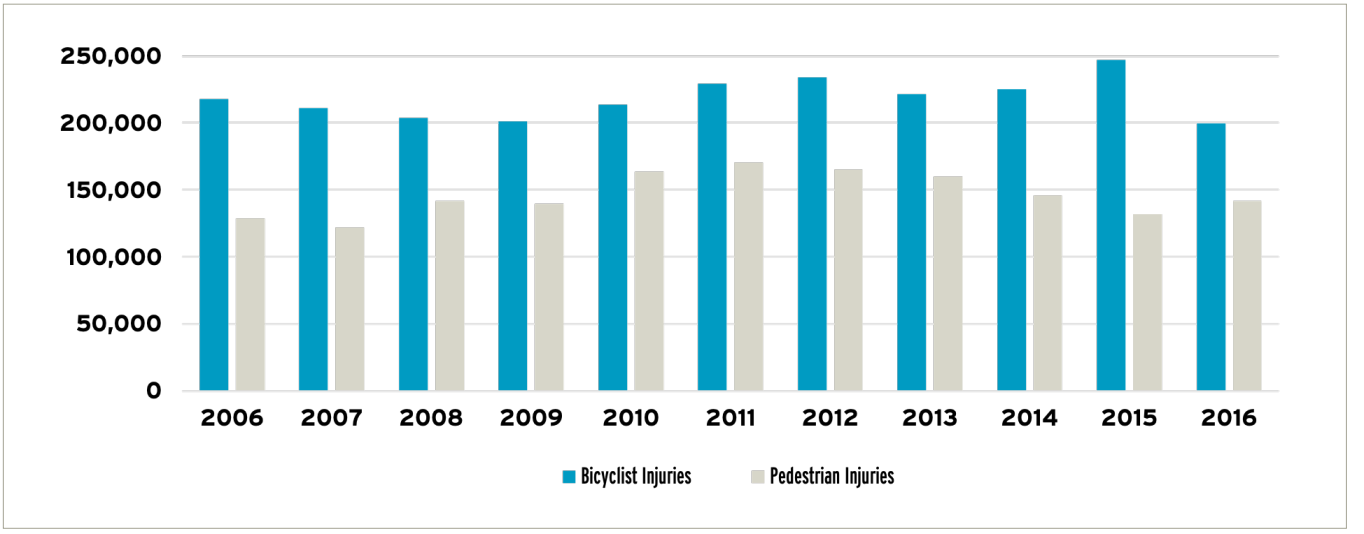
FIGURE 1.4.15 - DEATHS PER BILLION MILES



Unlike the two other exposure measures derived from the National Household Travel Survey (NHTS) – deaths per million trips and deaths per billion minutes – walking appears to be significantly more dangerous than bicycling according to deaths per billion miles. According to the NHTS, the average (mean) bicycle trip length was 2.38 miles while the average (mean) walking trip length was .87 miles. [50]

On-Road Bicyclist & Pedestrian Injuries [51]

FIGURE 1.4.16 - BICYCLIST & PEDESTRIAN INJURIES



49 See footnote 46.

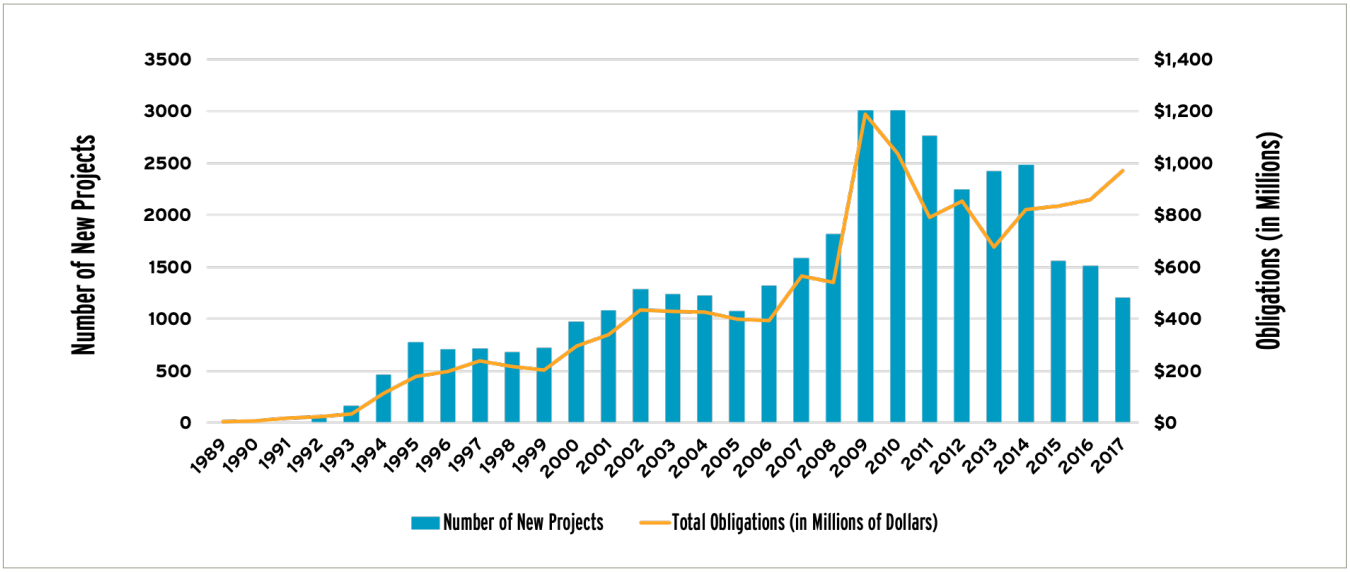
50 See footnote 47.

51 Centers for Disease Control and Prevention Web-based Injury Statistics Query and Reporting System. *On-road non-fatal injuries* (2006-2016). Available at https://www.cdc.gov/injury/wisqars/index.html. Insurance Institute for Highway Safety. *Fatality Facts*. Available at http://www.iihs.org/iihs/topics/t/pedestrians-and-bicyclists/fatalityfacts/pedestrians.

1.5 - NATION: FEDERAL FUNDING & PLANNING FOR BICYCLING & WALKING

Federal Funding for Bicycling & Walking Infrastructure [52]

FIGURE 1.5.1 - # OF PROJECTS & TOTAL OBLIGATIONS TO PEDESTRIANS & BICYCLE FACILITIES & PROGRAMS BY YEAR



The number of bicycle and pedestrian projects funded by federal programs was not tracked until 1992 after the passage of the landmark Intermodal Surface Transportation Efficiency Act (ISTEA). ISTEA created the Transportation Enhancements Program, which for the first time provided a program where bicycle and pedestrian projects were emphasized as three of ten eligible project types. This program provided more than $1 billion for eligible projects during the six years of funding authorized by ISTEA. Prior to ISTEA,[53] federal transportation programs had spent less than $48 million on bicycle and pedestrian projects in the preceding 18 years. [54]

52 Federal Highway Administration. *Federal-Aid Highway Program Funding for Pedestrian and Bicycle Facilities and Programs*. Available at https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/bipedfund.cfm

53 Fazzalaro, J. Connecticut Office of Legislative Research (2003). *RE: Federal Transportation Funds for Bicycle and Pedestrian Facilities*. Available at https://www.cga.ct.gov/PS98/rpt%5Colr%5Chtm/98-R-0010.htm.

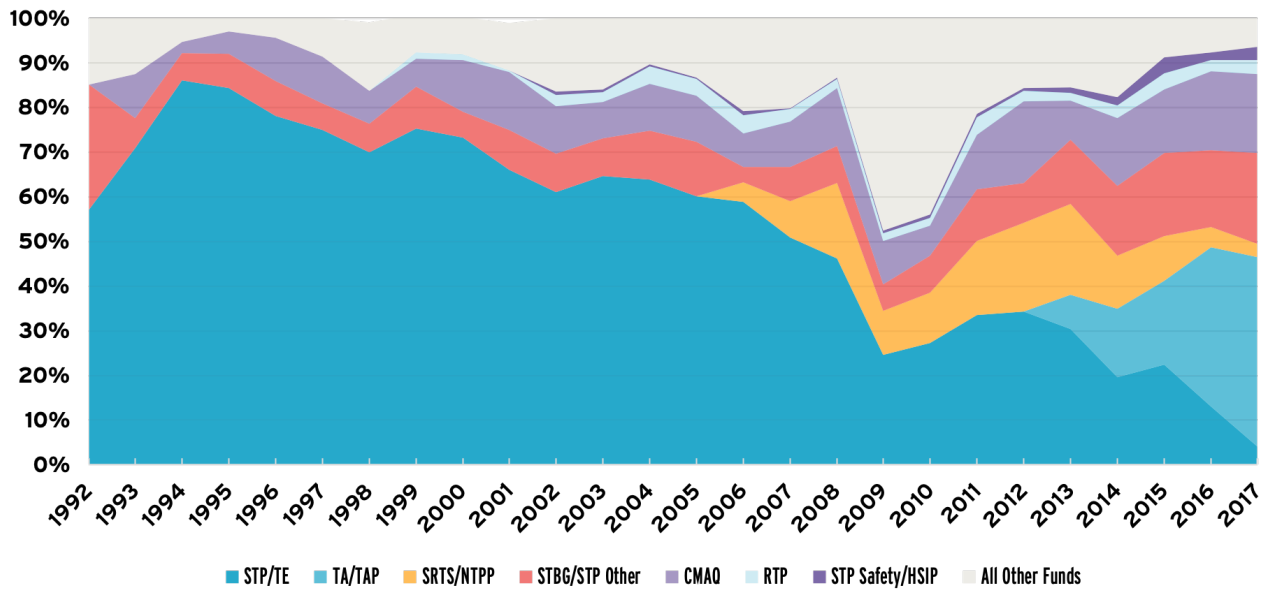
54 See footnote 52. See also Federal Highway Administration. *Federal-Aid Highway Program Funding 1988-1991 for Pedestrian and Bicycle Facilities and Programs*. Available at https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/bipedfund_preistea.cfm.

So far, bicycling and pedestrian funding reached its highest point after the American Recovery and Reinvestment Act of 2009, which provided an influx of "stimulus" funding for transportation infrastructure.

There has usually been a close correlation between federal spending on bicycling and walking and the number of new projects, but since 2014 this relationship seems to have changed – with spending increasing despite fewer new projects.

Federal Funding Programs for Bicycling & Walking Infrastructure [55]

FIGURE 1.5.2 - FEDERAL FUNDING FOR BIKING & WALKING PROJECTS & PROGRAMS BY FHWA FUNDING PROGRAMS



CMAQ	Congestion Mitigation and Air Quality Improvement Program
TA/TAP	Transportation Alternatives Program
STP/TE	Surface Transportation - Transportation Enhancements
STBG/STP OTHER	Surface Transportation Block Grant/ Surface Transportation Program Other
SRTS/NTPP	Safe Routes to School/ Nonmotorized Transportation Pilot Project
STP SAFETY/ HSIP	Surface Transportation Safety/ Highway Safety Improvement Program
RTP	Recreational Trails Program
ALL OTHER FUNDS	All Other Funds

In 2012, the Moving Ahead for Progress in the 21st Century Act (MAP-21) consolidated Transportation Enhancements (STP/TE), Recreation Trails (RTP), and Safe Routes to School (SRTS) programs into the Transportation Alternatives Program (TA/TAP). In 2015, the Fixing America's Surface Transportation (FAST) Act changed TAP from a stand-alone program to a set-aside within the Surface Transportation Program, but it remains separate for this chart. The sharp influx of funding from "All other funds" in 2009 and 2010 reflects the American Recovery and Reinvestment Act.

55 Federal Highway Administration. *Federal-Aid Highway Program Funding for Bicycle and Pedestrian Facilities and Programs, FY 1992 to 2017 Obligations*. Available at https://www.fhwa.dot.gov/environment/bicycle_pedestrian/funding/bipedfund.cfm .

Over time, bicycle and pedestrian projects have become funded from a broader range of federal funding programs. In 1994, over 85% of funding for bicycle and pedestrian projects came from the Transportation Enhancements Program – which funded at least 50% of bicycle and pedestrian projects until 2008. The prominent increase in "All Other Funds" in the graph above coincides with the American Recovery and Reinvestment Act enacted in 2009. Since 2008, no federal funding program has provided more than 50% of funding for bicycle and pedestrian projects.

The Fixing America's Surface Transportation (FAST) Act required states to report the number and value of project applications received for TAP funds. In 2016, the first year that states reported the number and value of project applications, states did not fund approximately 50% of applications representing over $1.3 billion in projects. [5 6]

Velodrome, photo by Minnesota DOT (@Flickr)

56 Federal Highway Administration. *Transportation Alternatives Annual Report*. Available at https://www.fhwa.dot.gov/environment/transportation_alternatives/annual_reports/.

Federal Planning for Biking & Walking

FIGURE 1.5.3 - FEDERAL PLANNING FOR BIKING & WALKING

YEAR		FEDERAL ACTION
1991	CTAB	The **Intermodal Surface Transportation Efficiency Act of 1991 (ISTEA)** is passed by Congress, representing the first major federal commitment to funding bicycle and pedestrian infrastructure. [55]
1994		The **1994 National Bicycling and Walking Study: Transportation Choices for Changing America**, produced by FHWA and NHTSA, represented the first comprehensive examination of the state of nonmotorized transportation in the United States.[56]
1999		Pedestrian and Bicycle Information Center created, funded by FHWA and NHTSA. [57]
2000		The FHWA publication, ***Accommodating Bicycle and Pedestrian Travel: A Recommended Approach***, focuses on the design and inclusion of pedestrian and bicycle facilities. [58]
2004		**Focus States and Cities** launched to focus resources in states and cities with high pedestrian fatalities. [59]
2005	CTAB	The **Safe, Accountable, Flexible, Efficient, Transportation Equity Act: a Legacy for Users (SAFETEA-LU)** is passed by Congress, continuing funding for bicycle and pedestrian infrastructure and establishing the Nonmotorized Transportation Pilot Program. [60]
2006		BIKESAFE and PEDSAFE countermeasure selection guides are launched, they have since been updated in 2014 and 2013, respectively. [61]
2010		DOT issued its **Policy Statement on Bicycle and Pedestrian Accommodations, Regulations, and Recommendations**. [62]
2010		U.S. DOT and FHWA released Pedestrian Safety Strategic Plan: Recommendations for Research & Product Development. [63]
2012	CTAB	The **Moving Ahead for Progress in the 21st Century (MAP-21) Act** passed by Congress, consolidated pedestrian and bicyclist funding into the Transportation Alternatives Program (TAP). [64]
2013		On August 20, 2013, FHWA issued a **memorandum to support flexibility in pedestrian and bicycle facility design**. [65]
2014		U.S. DOT launched **Safer People, Safer Streets: U.S. Department of Transportation Action Plan to Increase Walking and Biking and Reduce Pedestrian and Bicyclist Fatalities**.
2015	CTAB	The **Fixing America's Surface Transportation (FAST) Act** passed by Congress, requires federally funded projects on the National Highway System (NHS) to consider access for people who bike and walk.
2015		FHWA released the ***Separated Bike Lane Planning and Design Guide*** in May 2015. [66]
2015		**Focus States and Cities** expanded to include focused resources for states and cities with high bicyclist fatalities. [67]
2016		**Traffic Monitoring Analysis System (TMAS)** updated to receive and report on pedestrian and bicycle counts. [68]
2018		States publish safety performance targets, including goals for non-motorized fatalities and serious injuries. [69]

CTAB = Congressional Transportation Authorization Bill

Note: References for Figure 1.5.3 can be found on the following page.

57 Federal Highway Administration. *2015 Status of the Nation's Highways, Bridges, and Transit: Conditions & Performance Chapter 11 Pedestrian and Bicycle Transportation*. Available at https://www.fhwa.dot.gov/policy/2015cpr/chap11.cfm#_Toc446493398.

58 See footnote 57.

59 Pedestrian and Bicycle Information Center. *What We Do: PBIC Mission*. Available at http://www.pedbikeinfo.org/whatwedo.cfm.

60 See footnote 57.

61 Federal Highway Administration. *Pedestrian and Bicycle Safety Focus States and Cities*. Available at https://safety.fhwa.dot.gov/ped_bike/ped_focus/.

62 See footnote 57.

63 Federal Highway Administration. *BIKESAFE Background*. Available at http://www.pedbikesafe.org/bikesafe/authors.cfm.

64 U.S. Department of Transportation. *United States Department of Transportation Policy Statement on Bicycle and Pedestrian Accommodation Regulations and Recommendations*. Available at https://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/policy_accom.cfm.

65 Federal Highway Administration. *Pedestrian Safety Strategic Plan: Recommendations for Research and Product Development*. Available at https://safety.fhwa.dot.gov/ped_bike/pssp/fhwasa10035/.

66 See footnote 57.

67 Federal Highway Administration. *Memorandum: Bicycle and Pedestrian Facility Design Flexibility*. Available at https://www.fhwa.dot.gov/environment/bicycle_pedestrian/guidance/.

68 Federal Highway Administration. *Separated Bike Lane Planning and Design Guide*. Available at https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/separated_bikelane_pdg/page00.cfm.

69 Federal Highway Administration. *A Focused Approach to Pedestrian and Bicycle Safety*. Available at https://www.fhwa.dot.gov/publications/publicroads/17julaug/06.cfm.

70 Federal Highway Administration. *Coding Nonmotorized Station Location Information in the 2016 Traffic Monitoring Guide Format*. Available at https://www.fhwa.dot.gov/environment/bicycle_pedestrian/publications/tmg_coding/.

71 Federal Highway Administration. *Safety Performance Management (Safety PM)*. Available at https://safety.fhwa.dot.gov/hsip/spm/state_safety_targets/.

SECTION II: STATES

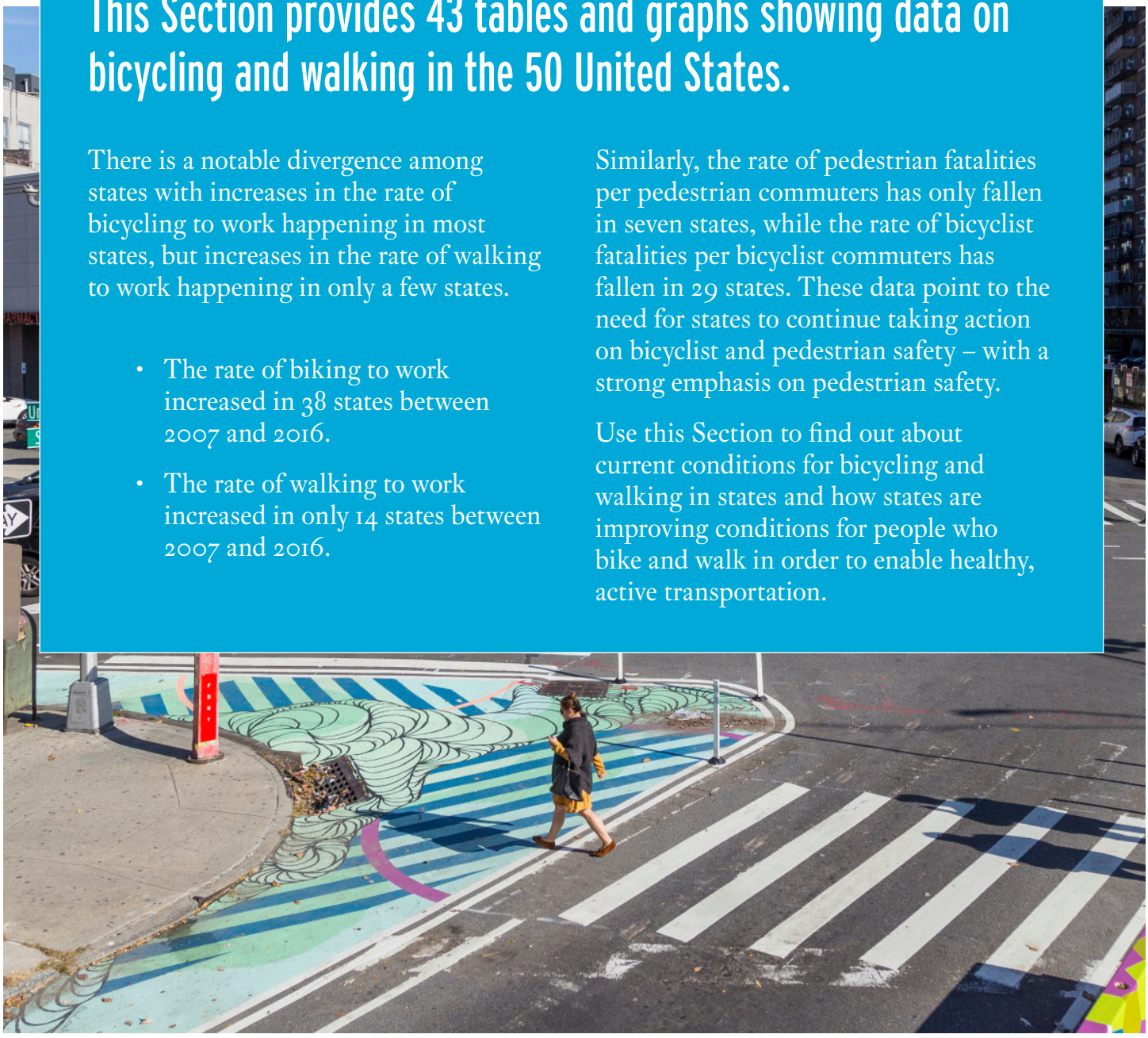
This Section provides 43 tables and graphs showing data on bicycling and walking in the 50 United States.

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

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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.

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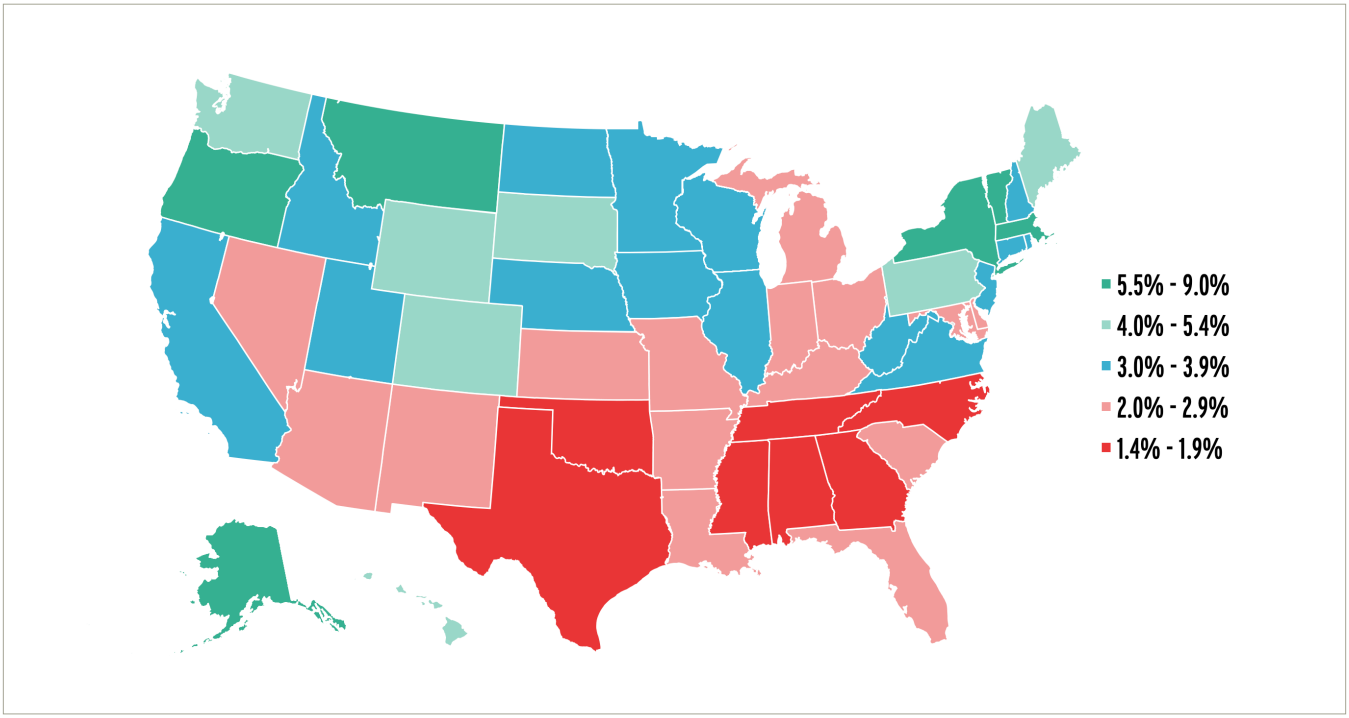
2.2 - STATES: OVERVIEW OF KEY FEDERAL

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.

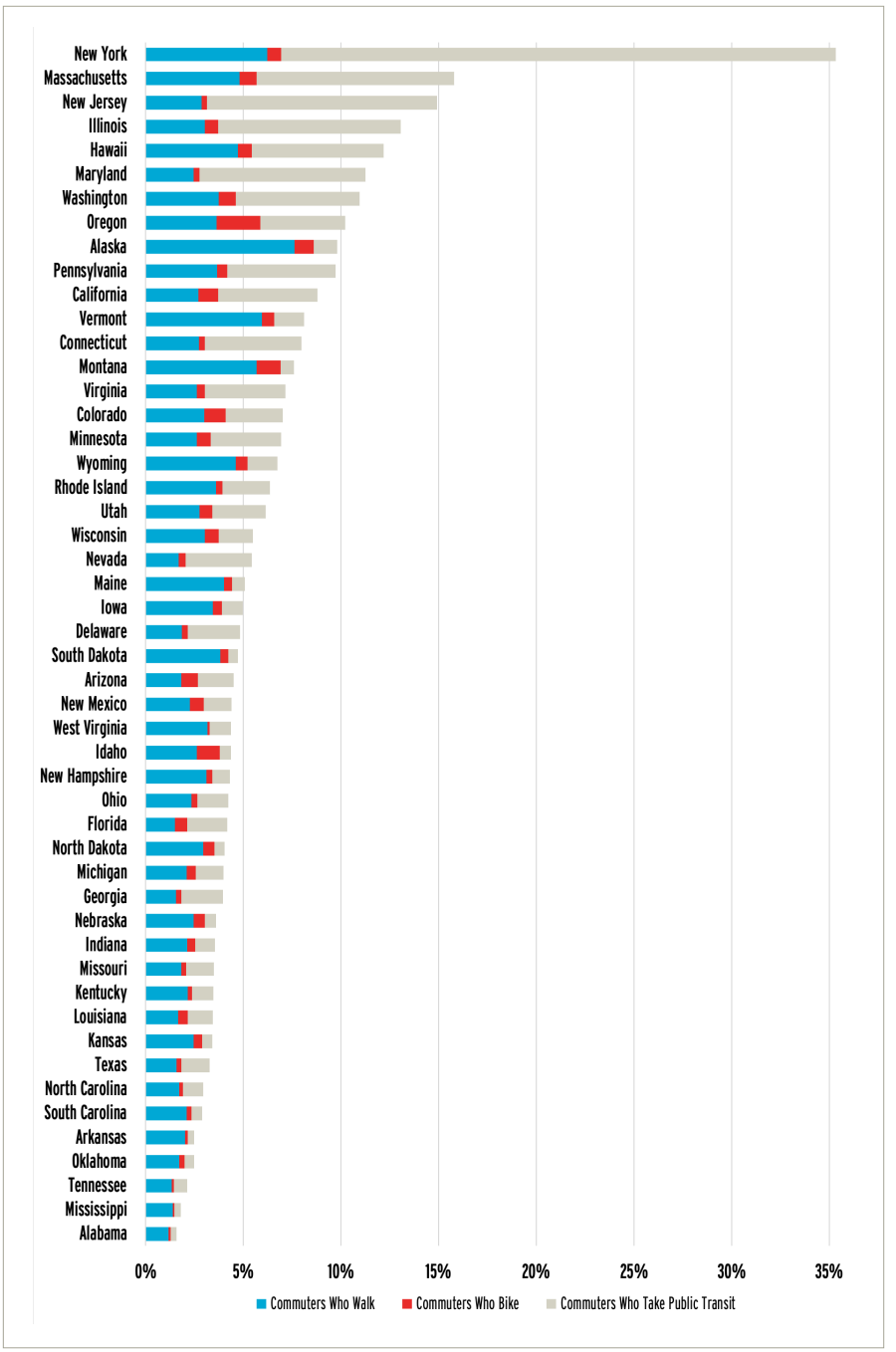
18 See footnotes 15 and 16.

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

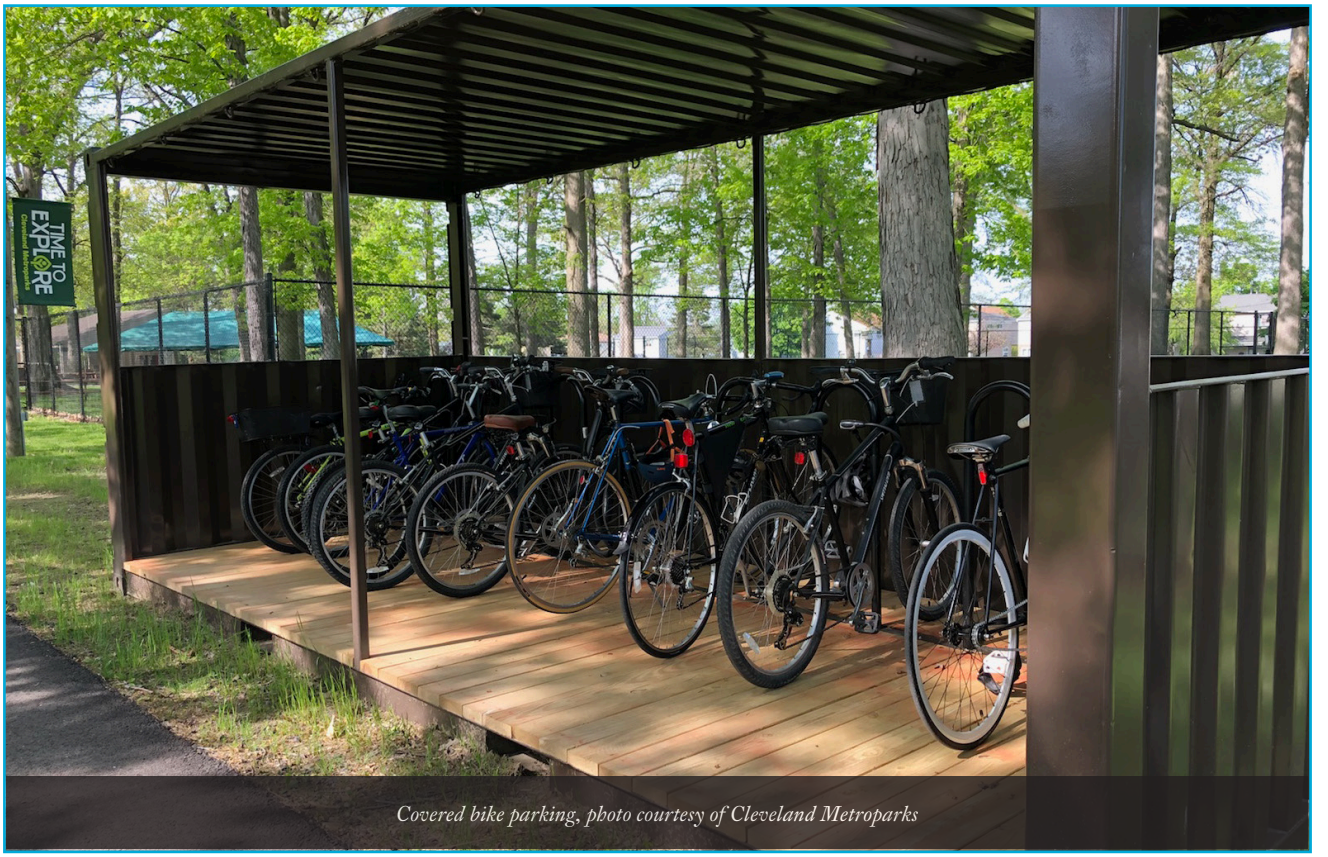
STATES	2016 % OF COMMUTERS TAKING TRANSIT TO WORK	2016 % OF ALL COMMUTERS WHO ARE PPL OF COLOR	2016 % OF PPL WHO TAKE TRANSIT TO WORK WHO ARE PPL OF COLOR	OVER- OR UNDER-REPRESENTATION OF PPL OF COLOR AMONG PPL WHO TAKE TRANSIT TO WORK (IN % POINTS)
Idaho	- 0.6%	15.6%	15.2%	-0.4
Wyoming	1.5%	13.6%	16.0%	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]

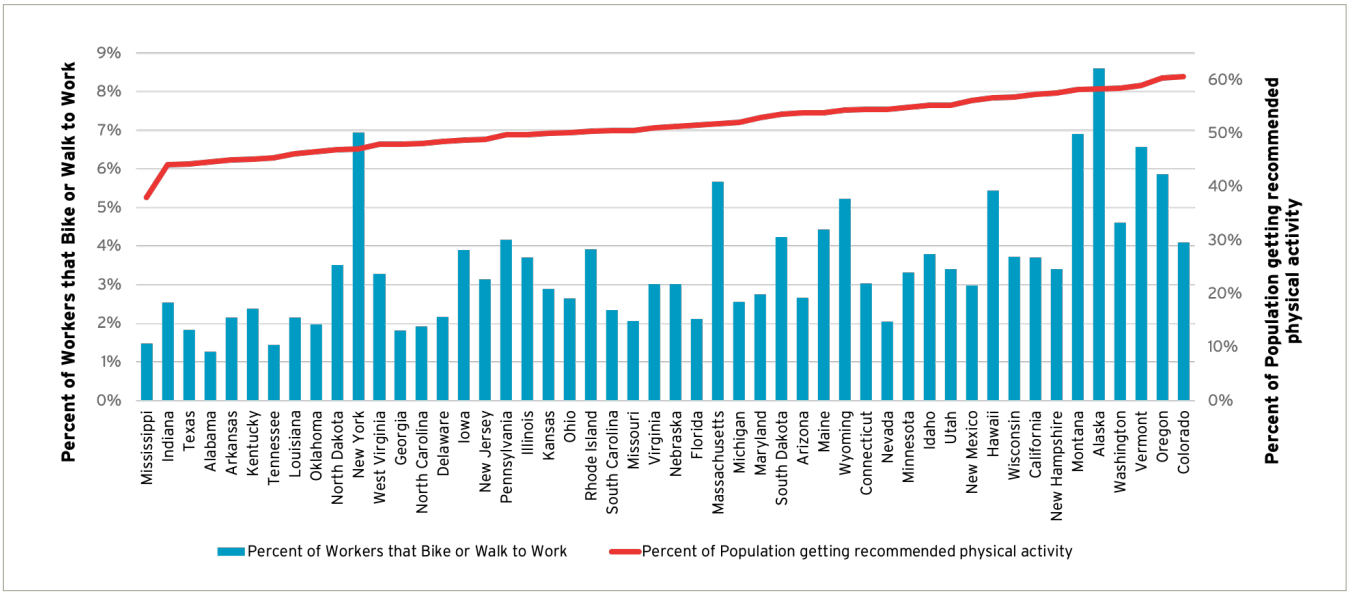
States with higher levels of bicycling and walking to work also see higher levels of their populations getting 150 minutes or more of aerobic physical activity per week. In fact, many of the states that show higher than average rates of physical activity are also states with higher than average rates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

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)

Topic References

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50 See footnote 47.

51 See footnote 48.

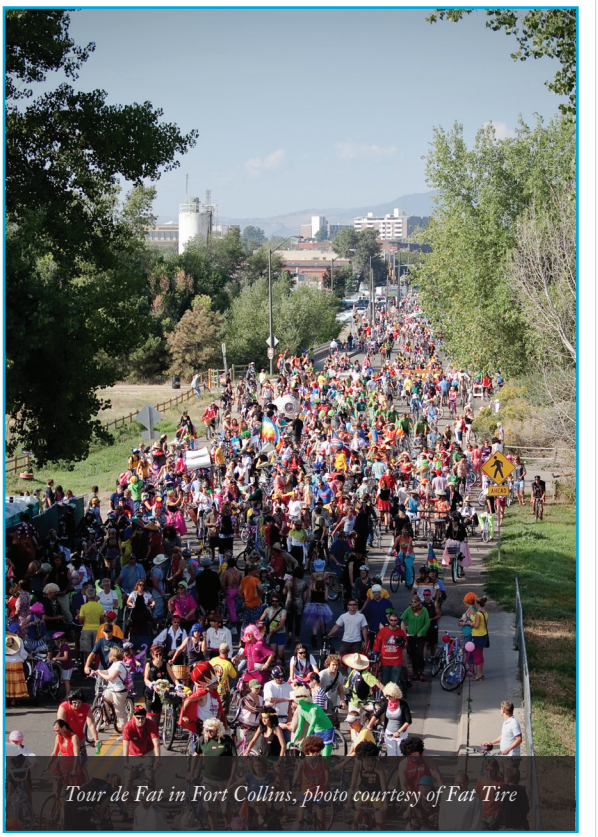
52 See footnote 49.

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)

Topic References

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60 Federal Highway Administration. *Roadway Safety Professional Capacity Building's Community of Practice Strategic Highway Safety Plan database* (retrieved December 2018). Available at https://rspcb.safety.fhwa.dot.gov/shsp_cop.aspx (Data reported reflects how it was reported by the database).

61 National Association of City Transportation Officials (NACTO). *NACTO Endorsement Campaign for Urban Bikeway Design Guide*. Available at https://nacto.org/publication/urban-bikeway-design-guide/endorsement-campaign/.

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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

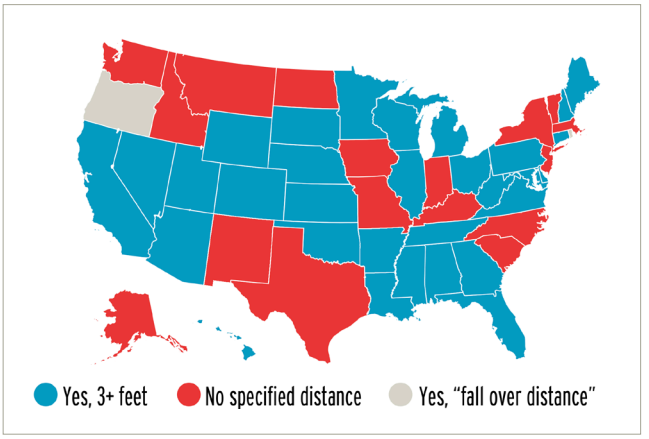


FIGURE 2.8.3B - STATE LAW REGULATES WHETHER & HOW BICYCLES CAN USE SIDEWALKS

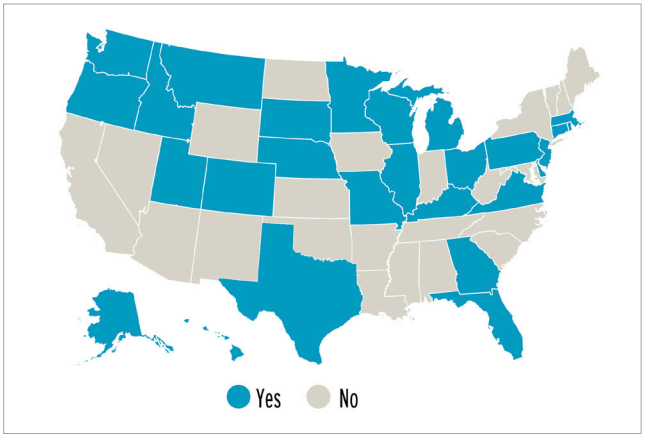


FIGURE 2.8.3C - STATE LAW REQUIRES DRIVERS TO STOP FOR PEDESTRIANS IN CROSSWALKS

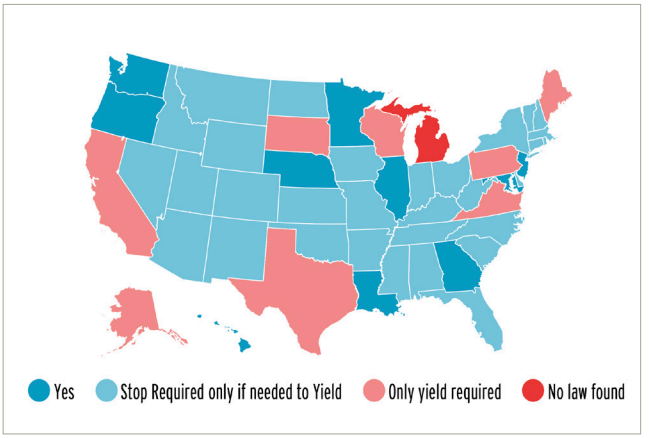


FIGURE 2.8.3D - STATE LAW REQUIRES DRIVERS TO STOP FOR PEDESTRIANS IN UNMARKED CROSSWALKS

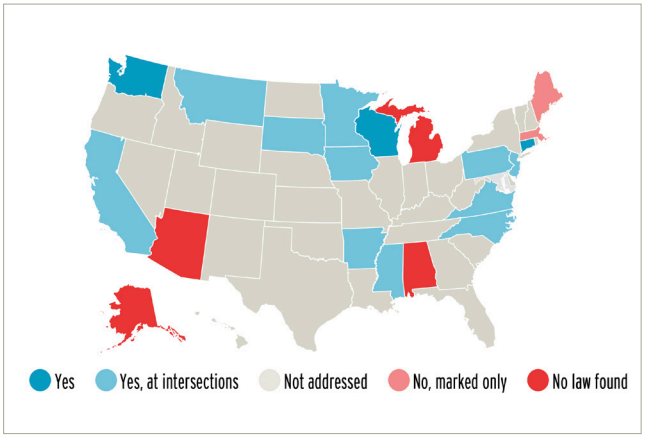


FIGURE 2.8.3E - STATE LAW ALLOWS SPEED ENFORCEMENT CAMERAS

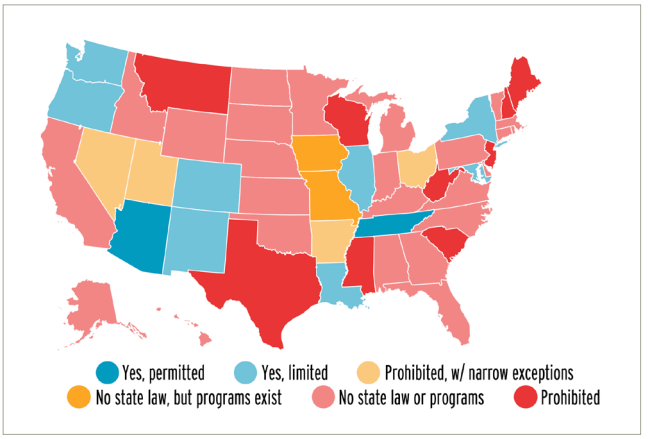
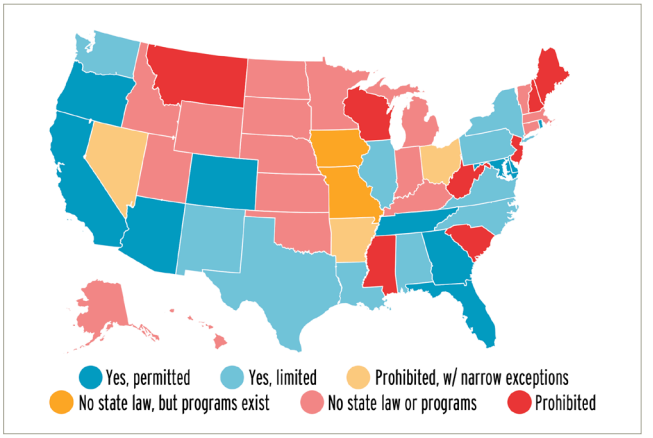


FIGURE 2.8.3F - STATE LAW ALLOWS RED LIGHT ENFORCEMENT CAMERAS



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)

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65 The League of American Bicyclists. *Bike Law University* (2018). Available at https://bikeleague.org/bike-law-university.

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.

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.

Bikers on a path (@pexels.com)

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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SECTION III: CITIES

This Section provides more than 35 tables and graphs showing data on bicycling and walking in the 50 largest cities in the United States and 19 additional cities that have been included in the Benchmarking Report since 2014.

Approximately 28% of all people who primarily walk to work and 33% of all people who primarily bike to work in the United States live in the 50 largest cities in the United States, according to the American Community Survey. This is approximately twice the percentage of the US population that lives in the 50 largest cities (~15%).

Approximately 21% of all pedestrian fatalities and 17% of bicyclist fatalities in the United States occur in the 50 largest cities in the United States, according to the National Highway Traffic Safety Administration's Fatality Analysis Reporting System.

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

3.1 - CITIES IN CONTEXT:

INFLUENCES ON BIKING & WALKING

This section – Cities 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]

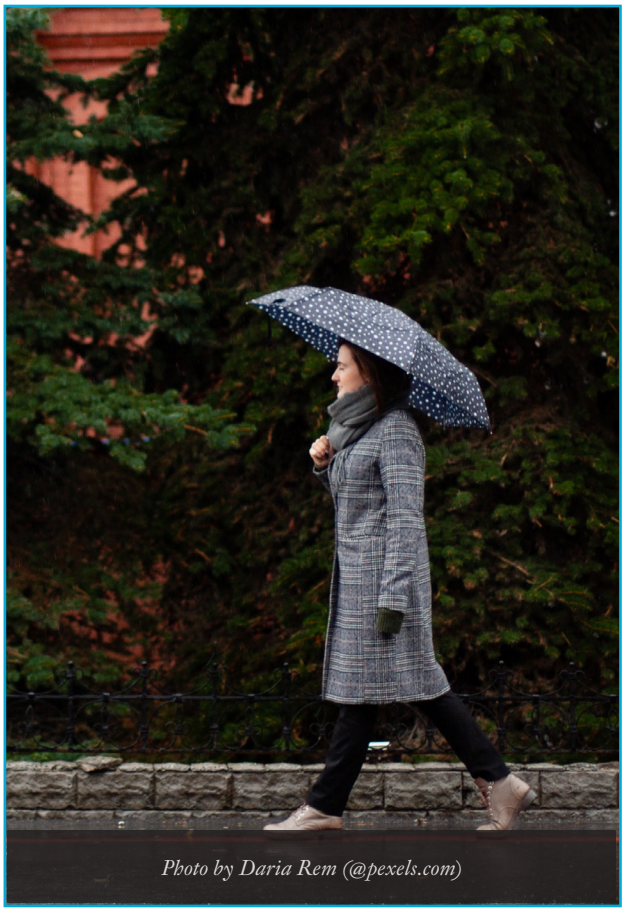

Photo by Daria Rem (@pexels.com)

COMMUNITY	WALK SCORE	BIKE SCORE	POP. DENSITY	POP. CHANGE (2010-2016)
Albany	**65**	50	**4601.4**	**0%**
Albuquerque	42.7	59.6	2962.0	5%
Anchorage	**32**	--	**2176.9**	5%
Arlington, TX	37	**37**	3998.9	7%
Atlanta	49.2	49.9	3431.4	10%
Austin	40.3	51.7	3046.2	**19%**
Baltimore	69.4	56.1	7666.7	**0%**
Baton Rouge	**40.6**	**47**	2972.0	**0%**
Bellingham	49	54	3119.0	7%
Boston	**80.9**	**70.3**	**13714.1**	9%
Boulder	**58**	**86**	4274.9	**9%**
Burlington	56	**78**	4127.6	**1%**
Charleston	**40**	**48**	**1191.9**	**12%**
Charlotte	**25.9**	**36.1**	2714.2	**15%**
Chattanooga	**29**	**30**	**1279.3**	7%
Chicago	77.8	70.2	**11903.6**	**0%**
Cleveland	59.5	50.8	4989.3	**-5%**
Colorado Springs	35.5	46.4	2301.3	11%
Columbus, OH	40.7	46.5	3857.3	9%
Dallas	46.2	43.7	3749.1	8%
Davis	45	**90**	**6763.0**	3%
Denver	60.5	**71.3**	4335.3	**15%**
Detroit	55.4	55	4916.9	**-10%**
El Paso	41.5	**39**	2659.1	8%
Eugene	45	71	3697.4	5%
Fort Collins	**36**	**77**	2897.0	**12%**
Fort Worth	34.4	40.2	2399.8	**16%**
Fresno	46.3	55.9	4587.6	6%
Honolulu	**63.7**	**45.2**	**5731.1**	6%
Houston	48.7	49.3	3734.3	8%
Indianapolis	**29.8**	41.1	2345.4	5%
Jacksonville	**26.8**	**39.5**	**1146.7**	6%
Kansas City, MO	34.2	40.3	**1497.7**	4%
Las Vegas	41.1	52	4509.5	6%
Long Beach	69.9	66.4	9395.9	2%
Los Angeles	67.4	56	8355.8	4%
Louisville	33.3	42.6	1881.8	4%
Madison	48.7	**72.6**	3204.0	**7%**
Memphis	36.8	42.3	2082.1	0%
Mesa	37.3	58.5	3434.0	**7%**
Miami	**79.2**	59.7	**12017.3**	11%
Milwaukee	62.1	54	6236.2	2%
Minneapolis	69.2	**81.3**	7493.9	7%
Missoula	46	60	2548.8	7%
Nashville	**28.3**	**32.8**	**1355.3**	10%
New Orleans	57.6	60.1	**2265.8**	**30%**
New York City	**89.2**	65.1	**27927.3**	5%
Oakland	72	60.9	7357.9	6%
Oklahoma City	33.1	39.8	**1023.1**	10%
Omaha	45.1	40.8	3488.8	9%
Philadelphia	**79**	67.5	11641.3	4%
Phoenix	40.8	54.3	3008.4	7%
Pittsburgh	**61.9**	**39.9**	**5513.9**	**-1%**
Portland, OR	64.7	**72**	4666.1	10%
Raleigh	**30.1**	40.6	3086.2	**15%**
Sacramento	47.1	68.9	4944.2	5%
Salt Lake City	57	70	**1723.0**	4%
San Antonio	37.6	42	3122.3	12%
San Diego	50.9	45.5	4230.2	7%
San Francisco	**86**	**75.1**	**18091.1**	8%
San Jose	50.5	56.9	5702.6	9%
Seattle	73.1	63	7962.5	12%
Spokane	48	48.6	3579.4	3%
St. Louis	**64.5**	56.9	**5104.7**	**-1%**
Tucson	42.4	67.9	2324.2	2%
Tulsa	39.5	43.6	2030.0	3%
Virginia Beach	32.9	45.9	**1806.2**	3%
Washington, DC	77.3	69.5	10803.4	13%
Wichita, KS	35	43.5	2858.4	4%

Bike & Walk Scores [4], Population Density [5], & Population Change [6]

FIGURE 3.1.1 - BIKE & WALK SCORES, POPULATION DENSITY, & POPULATION CHANGE

Legend:
Purple = Small or mid-sized cities,
Green = Five highest values for large cities,
Red = Five lowest values for large cities,
Blue = Five highest values for small or mid-sized cities,
Yellow = Five lowest values for small or mid-sized cities

Population density is shown as persons per square mile. Populations for each city can be found in Chapter V: Appendix.

Demographics: Age [7], People of Color [8], Poverty [9], & Car Ownership [10]

FIGURE 3.1.2 - DEMOGRAPHICS: AGE, PEOPLE OF COLOR, POVERTY, & CAR OWNERSHIP

Legend:
Purple = Small or mid-sized cities;
Green = Five highest values for large cities;
Red = Five lowest values for large cities;
Blue = Five highest values for small or mid-sized cities;
Yellow = Five lowest values for small or mid-sized cities

Averages are simple averages, not population-weighted.

COMMUNITY	OLDER MEDIAN AGE	HIGHER % PPL OF COLOR	HIGHER % BELOW POVERTY LEVEL	HIGHER % HOUSEHOLDS W/ NO VEHICLE
Albany	31.2	**49%**	**26%**	**15%**
Albuquerque	36.0	59%	19%	3%
Anchorage	32.8	40%	**8%**	**2%**
Arlington, TX	32.8	58%	17%	**2%**
Atlanta	33.5	63%	24%	8%
Austin	32.4	51%	17%	3%
Baltimore	34.7	72%	23%	16%
Baton Rouge	31.3	**63%**	**26%**	4%
Bellingham	31.1	21%	22%	5%
Boston	**31.7**	55%	21%	**23%**
Boulder	**28.7**	**19%**	22%	5%
Burlington	**26.7**	**16%**	25%	6%
Charleston	34.0	29%	**16%**	**4%**
Charlotte	33.8	57%	16%	4%
Chattanooga	**37.0**	43%	21%	5%
Chicago	33.9	68%	22%	16%
Cleveland	35.8	66%	**36%**	10%
Colorado Springs	34.5	**31%**	**13%**	**2%**
Columbus, OH	**32.1**	42%	21%	4%
Dallas	32.5	71%	23%	4%
Davis	**25.6**	44%	**29%**	4%
Denver	34.2	47%	16%	4%
Detroit	34.8	**90%**	**39%**	12%
El Paso	32.6	**86%**	21%	2%
Eugene	33.9	21%	23%	5%
Fort Collins	**29.3**	**19%**	**18%**	**2%**
Fort Worth	**32.0**	59%	18%	**2%**
Fresno	**30.2**	72%	**30%**	4%
Honolulu	**40.9**	**84%**	**12%**	**8%**
Houston	32.7	**75%**	22%	4%
Indianapolis	34.0	43%	21%	4%
Jacksonville	35.7	47%	17%	4%
Kansas City, MO	35.3	45%	18%	5%
Las Vegas	**37.4**	54%	17%	4%
Long Beach	34.2	72%	20%	5%
Los Angeles	35.0	72%	22%	7%
Louisville	**37.3**	**33%**	18%	4%
Madison	**30.8**	25%	**19%**	8%
Memphis	33.5	73%	28%	5%
Mesa	36.1	36%	16%	3%
Miami	**39.7**	**89%**	**28%**	9%
Milwaukee	31.0	64%	**28%**	8%
Minneapolis	**31.9**	40%	21%	9%
Missoula	32.5	**11%**	19%	**3%**
Nashville	34.0	44%	18%	3%
New Orleans	**35.5**	**69%**	**26%**	**9%**
New York City	35.9	68%	20%	**46%**
Oakland	36.2	73%	20%	8%
Oklahoma City	34.0	45%	18%	2%
Omaha	34.2	**33%**	16%	3%
Philadelphia	33.9	65%	26%	**19%**
Phoenix	33.3	56%	22%	4%
Pittsburgh	32.9	36%	22%	**12%**
Portland, OR	**36.8**	**28%**	17%	7%
Raleigh	32.9	46%	15%	3%
Sacramento	34.2	66%	21%	3%
Salt Lake City	31.8	35%	19%	5%
San Antonio	33.1	**75%**	20%	4%
San Diego	34.2	57%	15%	3%
San Francisco	**38.4**	59%	**12%**	**20%**
San Jose	36.1	73%	**11%**	**2%**
Seattle	35.8	**34%**	**13%**	10%
Spokane	**35.8**	**18%**	20%	**3%**
St. Louis	**34.8**	**57%**	**27%**	**10%**
Tucson	33.2	55%	25%	5%
Tulsa	34.9	44%	20%	3%
Virginia Beach	35.4	37%	**8%**	**2%**
Washington, DC	33.8	64%	18%	**27%**
Wichita, KS	34.4	37%	17%	2%

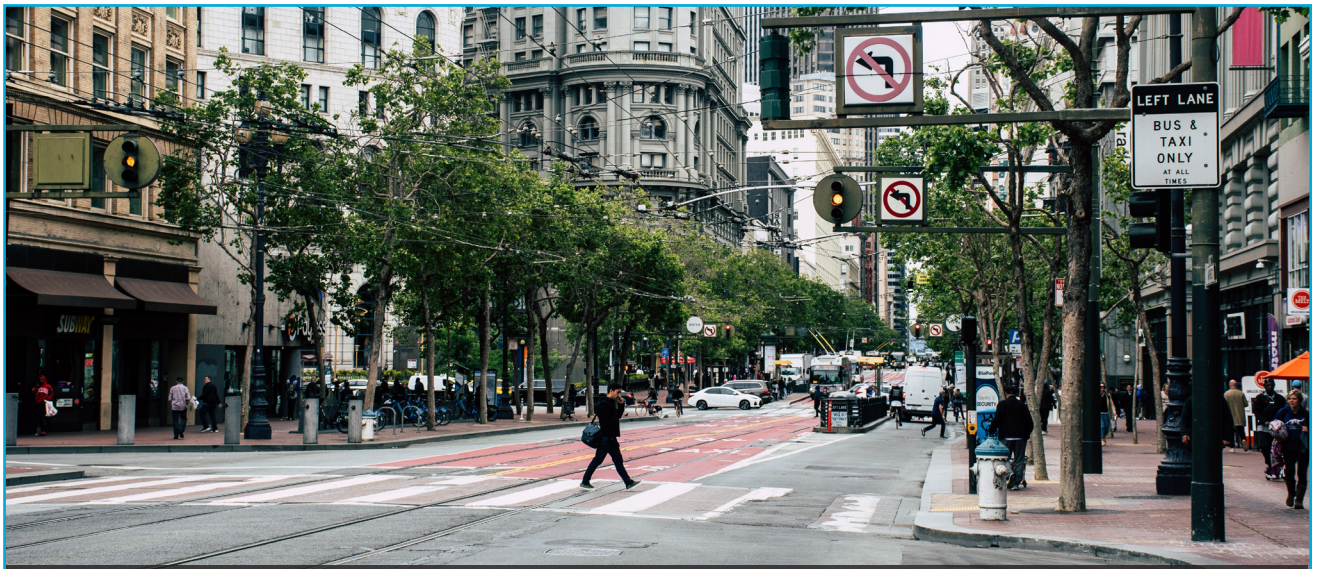

Photo by Brett Sayles (@pexels.com)

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3.2 - CITIES: OVERVIEW OF KEY FEDERAL

BENCHMARKS ON BIKING & WALKING

This section includes charts that include all of the cities included in the Benchmarking Report data, the 50 largest cities in the United States and the small or mid-sized cities that have been included in prior Benchmarking Reports. These charts help contextualize the large and other cities according to the key federal data benchmarks of bicycling and walking to work and bicycling and walking safety.

BIKING TO WORK: There has been remarkable stability among the large cities with the highest rates of bicycling to work, with no changes in the top 10 since the 2016 Benchmarking Report. Nineteen of the 50 largest cities had a rate of bicycling to work lower than the national average while only one of the small or mid-sized cities included did.

WALKING TO WORK: Among large cities the top 10 for highest rates of walking to work are unchanged since the 2016 Benchmarking Report, but there have been some changes in order with Seattle and Minneapolis moving up. Three of the 5 large cities with the lowest rates of walking to work stayed in the bottom 5.

COMBINED ACTIVE COMMUTING RATE: Washington, DC unseated Boston as the large city with the highest combined rate of bicycling and walking to work. The three large cities with the lowest combined rates of bicycling and walking to work – Oklahoma City, Wichita, and Fort Worth – also had the lowest combined rates of bicycling and walking to work in the 2016 Benchmarking Report.

Group ride, photo courtesy of Coast Bike Share, St. Petersburg

COMMUNITY	% OF COMMUTERS WHO BIKE TO WORK (2016)	% OF COMMUTERS WHO WALK TO WORK (2016)
Albany	**0.9%**	**10.6%**
Albuquerque	1.5%	2.0%
Anchorage	1.2%	**3.3%**
Arlington, TX	0.2%	1.7%
Atlanta	0.8%	4.6%
Austin	1.4%	2.3%
Baltimore	0.8%	6.7%
Baton Rouge	**0.6%**	**3.3%**
Bellingham	3.3%	8.3%
Boston	2.1%	**14.8%**
Boulder	**10.3%**	**11.4%**
Burlington	5.6%	**21.7%**
Charleston	3.1%	6.0%
Charlotte	0.2%	2.2%
Chattanooga	**0.5%**	**2.9%**
Chicago	1.6%	6.7%
Cleveland	0.7%	5.3%
Colorado Springs	0.6%	1.8%
Columbus, OH	0.7%	3.0%
Dallas	**0.2%**	1.9%
Davis	**21.1%**	4.7%
Denver	2.3%	4.5%
Detroit	0.7%	3.7%
El Paso	**0.2%**	1.7%
Eugene	**7.4%**	7.4%
Fort Collins	**6.6%**	**3.8%**
Fort Worth	**0.2%**	**1.2%**
Fresno	1.1%	**1.5%**
Honolulu	2.0%	8.3%
Houston	0.5%	2.1%
Indianapolis	0.5%	1.9%
Jacksonville	0.6%	1.6%
Kansas City, MO	0.3%	2.1%
Las Vegas	0.4%	1.8%
Long Beach	1.0%	2.5%
Los Angeles	1.2%	3.5%
Louisville	0.4%	2.3%
Madison	5.2%	**9.5%**
Memphis	0.2%	1.9%
Mesa	0.9%	**1.5%**
Miami	1.0%	4.2%
Milwaukee	1.0%	5.0%
Minneapolis	**4.3%**	7.2%
Missoula	**7.2%**	6.8%
Nashville	0.2%	2.0%
New Orleans	3.1%	4.7%
New York City	1.1%	**10.0%**
Oakland	3.1%	4.0%
Oklahoma City	**0.2%**	**1.5%**
Omaha	0.3%	2.3%
Philadelphia	2.1%	8.2%
Phoenix	0.7%	1.8%
Pittsburgh	2.0%	**11.1%**
Portland, OR	**6.5%**	6.0%
Raleigh	0.5%	1.8%
Sacramento	2.1%	3.1%
Salt Lake City	2.7%	5.2%
San Antonio	**0.2%**	1.7%
San Diego	1.0%	3.1%
San Francisco	**4.1%**	**10.6%**
San Jose	0.9%	1.7%
Seattle	**3.8%**	**10.1%**
Spokane	**0.8%**	**3.7%**
St. Louis	**0.9%**	4.3%
Tucson	2.9%	3.3%
Tulsa	0.3%	1.7%
Virginia Beach	0.5%	2.6%
Washington, DC	**4.3%**	**13.3%**
Wichita, KS	0.3%	**1.4%**

Percent of Commuters Who Walk Or Bike to Work [11]

FIGURE 3.2.1 - PERCENT OF COMMUTERS WHO WALK OR BIKE TO WORK

Legend:
Purple = Small or mid-sized cities;
Green = Five highest values for large cities;
Red = Five lowest values for large cities;
Blue = Five highest values for small or mid-sized cities;
Yellow = Five lowest values for small or mid-sized cities

COMMUNITY	% OF COMMUTERS WHO BIKE OR WALK TO WORK (2012-2016)	FATALITIES PER 10K PPL WHO WALK TO WORK (2012-2016)	FATALITIES PER 10K PPL WHO BIKE TO WORK (2012-2016)
Albany	11.5%	4.8	**4.9**
Albuquerque	3.4%	**46.6**	5.8
Anchorage	**4.5%**	3.1	**1.6**
Arlington, TX	**1.9%**	**0.4**	17.0
Atlanta	5.5%	**42.3**	3.3
Austin	3.7%	19.6	2.3
Baltimore	7.6%	14.0	4.4
Baton Rouge	**3.9%**	**39.4**	14.7
Bellingham	11.7%	1.4	19.4
Boston	**16.7%**	22.0	2.8
Boulder	**21.8%**	**0.3**	9.6
Burlington	**27.4%**	**0.0**	**42.7**
Charleston	9.1%	5.6	**29.0**
Charlotte	2.4%	17.9	15.0
Chattanooga	**3.4%**	**15.0**	**21.2**
Chicago	8.3%	9.7	2.9
Cleveland	6.0%	7.7	2.1
Colorado Springs	2.4%	2.8	3.2
Columbus, OH	3.7%	2.4	8.2
Dallas	2.1%	39.0	9.0
Davis	**25.8%**	**0.0**	14.4
Denver	6.8%	33.9	2.7
Detroit	4.4%	20.6	**20.2**
El Paso	2.0%	3.6	3.2
Eugene	**14.8%**	**0.4**	20.0
Fort Collins	10.4%	0.7	**2.2**
Fort Worth	**1.5%**	**48.9**	15.3
Fresno	2.5%	20.5	9.5
Honolulu	10.3%	1.1	18.2
Houston	2.6%	17.8	9.0
Indianapolis	2.3%	4.9	11.2
Jacksonville	2.2%	16.8	**24.1**
Kansas City, MO	2.5%	5.6	15.8
Las Vegas	2.2%	10.2	10.8
Long Beach	3.4%	17.7	2.9
Los Angeles	4.7%	4.6	5.9
Louisville	2.7%	2.9	12.2
Madison	**14.7%**	1.4	**6.0**
Memphis	2.1%	**2.0**	**17.6**
Mesa	2.4%	14.3	11.0
Miami	5.2%	19.6	12.9
Milwaukee	6.0%	**1.9**	3.2
Minneapolis	11.5%	25.7	1.3
Missoula	13.9%	**0.0**	**4.6**
Nashville	2.3%	**1.7**	5.3
New Orleans	7.8%	**6.4**	6.6
New York City	11.2%	16.8	3.5
Oakland	7.0%	**44.4**	2.6
Oklahoma City	**1.7%**	4.4	**34.3**
Omaha	2.6%	2.5	**0.0**
Philadelphia	10.3%	32.9	2.7
Phoenix	2.5%	15.1	17.1
Pittsburgh	13.1%	1.4	18.9
Portland, OR	**12.5%**	17.8	**0.9**
Raleigh	2.3%	**1.2**	7.9
Sacramento	5.2%	**43.6**	9.0
Salt Lake City	7.9%	2.2	**28.7**
San Antonio	**1.9%**	2.9	**26.8**
San Diego	4.0%	40.7	4.2
San Francisco	**14.7%**	16.9	**1.1**
San Jose	2.6%	28.2	7.1
Seattle	**13.8%**	12.1	**1.0**
Spokane	**4.4%**	**14.2**	**24.1**
St. Louis	**5.2%**	**6.3**	10.5
Tucson	6.2%	3.5	5.4
Tulsa	2.0%	37.5	11.2
Virginia Beach	3.2%	2.8	9.5
Washington, DC	**17.6%**	6.8	**0.5**
Wichita, KS	**1.7%**	10.2	10.9

Percent of Commuters Who Bike & Walk to Work & Bike/Pedestrian Fatalities [1] [2]

FIGURE 3.2.2 - PERCENT OF COMMUTERS WHO BIKE & WALK TO WORK & BIKE/ PEDESTRIAN FATALITIES

Legend:

Purple = Small or mid-sized cities;
Green = Five highest values for large cities;
Red = Five lowest values for large cities;
Blue = Five highest values for small or mid-sized cities;
Yellow = Five lowest values for small or mid-sized cities

Topic References

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

12 U.S. Census Bureau. *American Community Survey (ACS) Table* B08006 5-year estimate (2016). Available at https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml. National Highway Traffic Administration (NHTSA). *Query of Fatality Analysis Reporting System (FARS) database for City and Person Type (2012-2016).* Available at https://www-fars.nhtsa.dot.gov//QueryTool/QuerySection/SelectYear.aspx

3.3 - CITIES:

RATES OF ACTIVE COMMUTING

Rates of Active Commuting

FIGURE 3.3.1A - RATES OF ACTIVE COMMUTING IN LARGE CITIES [13]

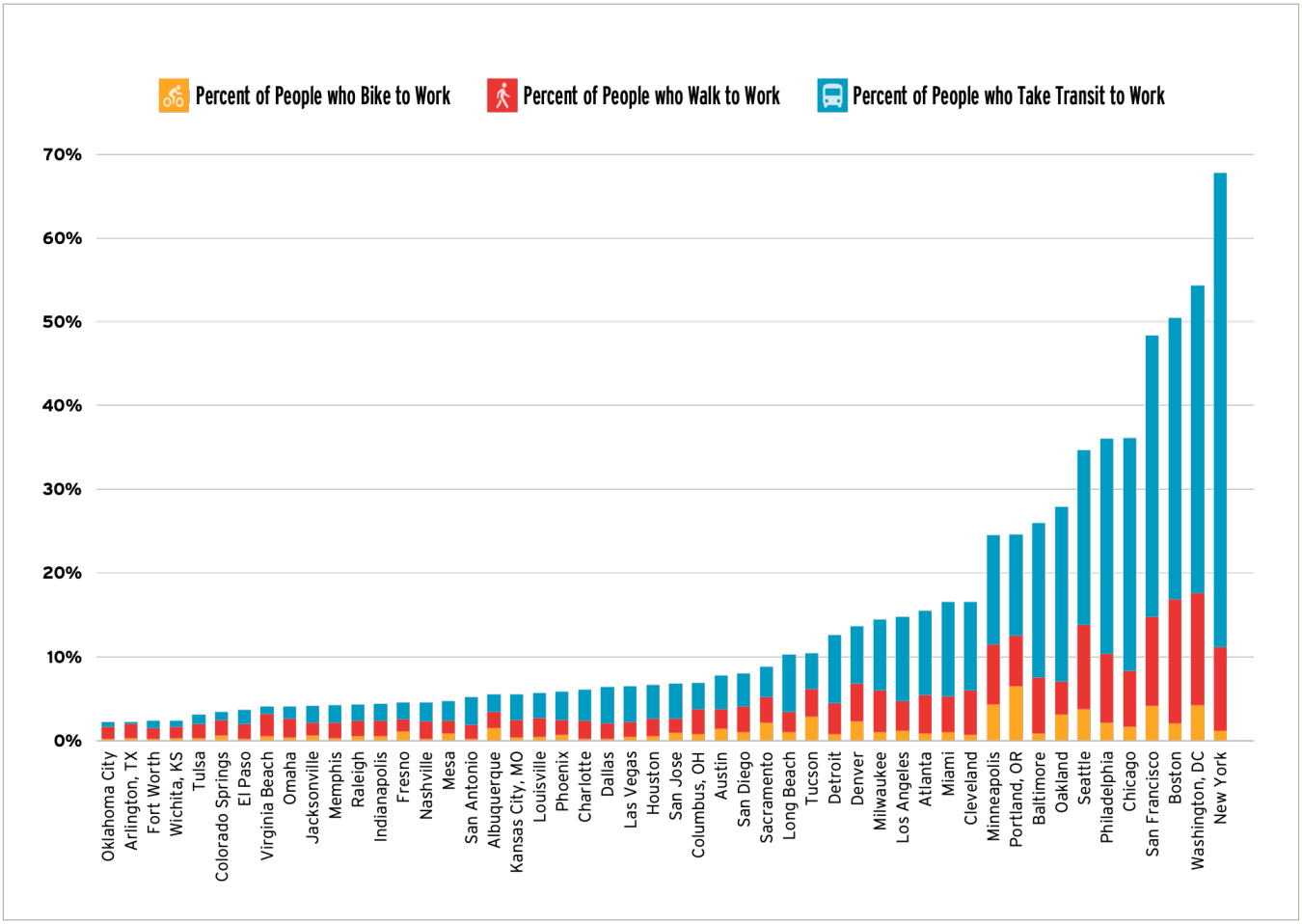
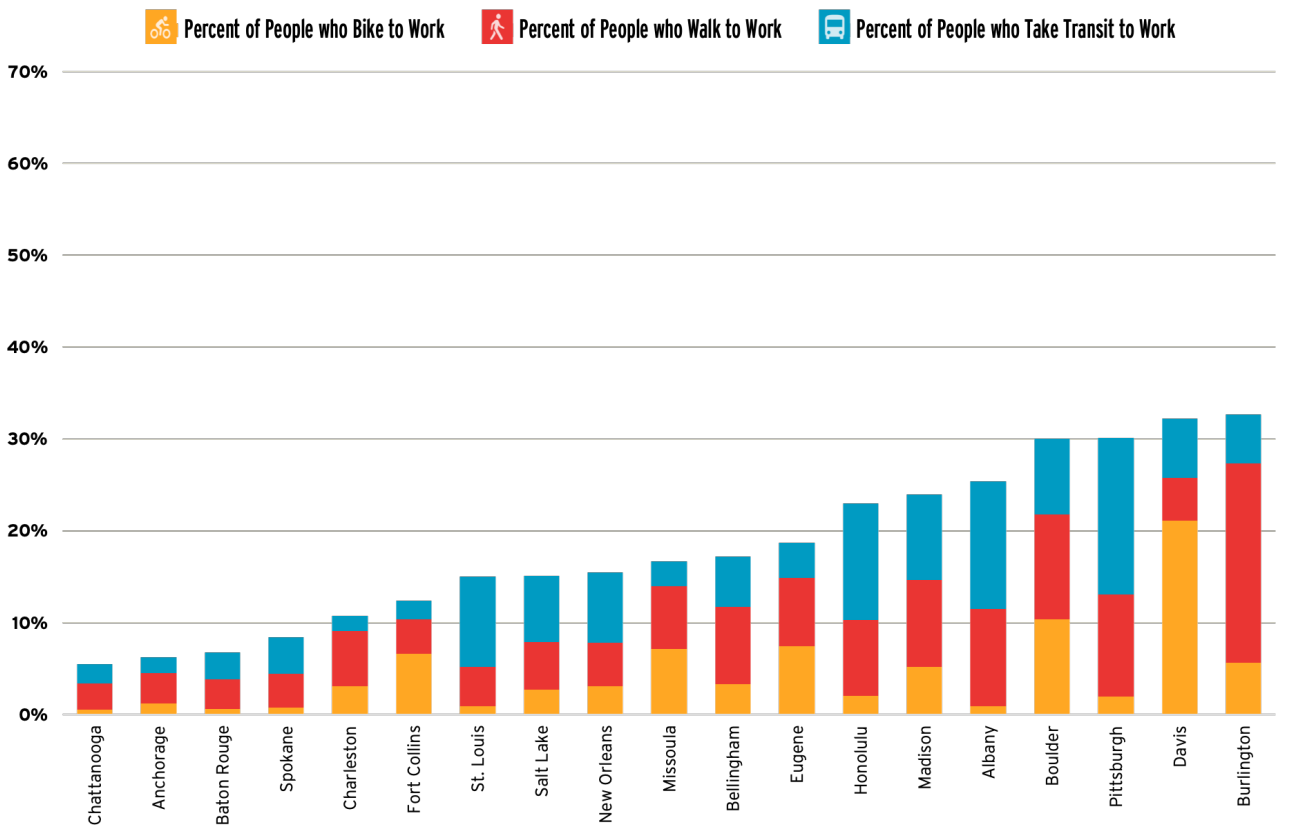


FIGURE 3.3.1B - RATES OF ACTIVE COMMUTING: IN SMALL OR MID-SIZED CITIES [14]



Changes in Active Commuter Modeshare

FIGURE 3.3.2A - CHANGES IN ACTIVE COMMUTER MODESHARE, LARGE CITIES [15]

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

COMMUNITY	% OF PPL WHO BIKE TO WORK (2016)	% POINT CHANGE IN PPL WHO BIKE TO WORK (2010-2016)	% OFPPL WHO WALK TO WORK (2016)	% POINT CHANGE IN PPL WHO WALK TO WORK (2010-2016)	% OF PPL WHO TAKE TRANSIT TO WORK (2016)	% POINT CHANGE IN PPL WHO TAKE TRANSIT TO WORK (2010-2016)
Albuquerque	1.5%	0.2	2.0%	-0.1	2.1%	0.0
Arlington, TX	- 0.2%	0.1	- 1.7%	-0.2	- 0.2%	0.0
Atlanta	0.8%	0.2	4.6%	0.2	10.0%	+ 2.6
Austin	1.4%	0.3	2.3%	0.1	4.0%	+ 0.8
Baltimore	0.8%	0.2	+ 6.7%	-0.1	+ 18.4%	0.1
Boston	2.1%	+ 0.6	+ 14.8%	-0.1	+ 33.6%	- -0.7
Charlotte	- 0.2%	0.1	2.2%	0.3	3.7%	0.0
Chicago	1.6%	+ 0.5	+ 6.7%	+ 0.8	+ 27.8%	- -1.2
Cleveland	0.7%	0.2	5.3%	+ 0.8	10.6%	+ 1.4
Colorado Springs	0.6%	0.0	1.8%	- -0.6	- 1.0%	0.6
Columbus, OH	0.7%	0.1	3.0%	0.1	3.2%	-0.1
Dallas	- 0.2%	- 0.1	1.9%	0.0	4.3%	-0.1
Denver	+ 2.3%	0.4	4.5%	0.3	6.8%	+ 1.0
Detroit	0.7%	0.4	3.7%	+ 0.7	8.2%	-0.2
El Paso	- 0.2%	0.1	1.7%	-0.2	- 1.7%	0.4
Fort Worth	- 0.2%	0.1	- 1.2%	-0.1	- 0.9%	0.5
Fresno	1.1%	0.3	- 1.5%	- -0.6	- 2.0%	0.3
Houston	0.5%	0.1	2.1%	-0.1	4.0%	+ 0.8
Indianapolis	0.5%	0.2	1.9%	-0.1	2.0%	-0.1
Jacksonville	0.6%	0.1	- 1.6%	0.0	2.0%	- -0.5
Kansas City, MO	0.3%	0.1	2.1%	0.0	3.1%	+ 0.6
Las Vegas	0.4%	- 0.0	1.8%	-0.1	4.3%	0.1
Long Beach	1.0%	- -0.1	2.5%	- -0.5	6.8%	0.3
Los Angeles	1.2%	0.3	3.5%	0.0	10.1%	+ 0.9
Louisville	0.4%	- 0.0	2.3%	0.2	3.0%	+ 0.8
Memphis	- 0.2%	0.1	1.9%	-0.2	2.1%	0.4
Mesa	0.9%	- -0.1	- 1.5%	-0.1	2.3%	- -0.3
Miami	1.0%	+ 0.5	4.2%	+ 0.7	11.3%	0.4
Milwaukee	1.0%	0.2	5.0%	0.2	8.5%	0.0
Minneapolis	+ 4.3%	+ 0.6	+ 7.2%	+ 0.5	+ 13.1%	+ 0.8
Nashville	- 0.2%	- -0.1	2.0%	0.2	2.2%	-0.2
New York	1.1%	0.5	+ 10.0%	-0.1	+ 56.6%	- -1.4
Oakland	+ 3.1%	+ 1.1	4.0%	- -0.4	+ 20.8%	- -4.1
Oklahoma City	- 0.2%	- 0.0	- 1.5%	0.1	- 0.5%	0.2
Omaha	0.3%	0.1	2.3%	- -0.3	- 1.5%	-0.1
Philadelphia	+ 2.1%	0.5	+ 8.2%	-0.2	+ 25.7%	0.5
Phoenix	0.7%	0.1	1.8%	-0.1	3.4%	0.1
Portland, OR	+ 6.5%	+ 1.1	+ 6.0%	+ 0.6	12.1%	0.0
Raleigh	0.5%	0.1	1.8%	- -0.5	2.0%	-0.1
Sacramento	+ 2.1%	- 0.0	3.1%	0.0	3.7%	0.2
San Antonio	- 0.2%	0.1	- 1.7%	- -0.5	3.3%	0.0
San Diego	1.0%	0.1	3.1%	0.0	3.9%	0.1
San Francisco	+ 4.1%	+ 1.2	+ 10.6%	+ 0.8	+ 33.6%	- -1.1
San Jose	0.9%	0.2	- 1.7%	- -0.2	4.2%	- -0.7
Seattle	+ 3.8%	+ 1.0	+ 10.1%	+ 1.4	+ 20.8%	- -2.0
Tucson	+ 2.9%	+ 0.7	3.3%	- -0.5	4.2%	- -0.6
Tulsa	- 0.3%	- 0.0	- 1.7%	- -0.4	- 1.1%	-0.1
Virginia Beach	0.5%	- -0.1	2.6%	+ 0.3	- 0.9%	0.0
Washington, DC	+ 4.3%	+ 2.0	+ 13.3%	+ 1.4	+ 36.8%	+ 0.8
Wichita, KS	0.3%	- 0.0	- 1.4%	0.1	- 0.7%	0.2

FIGURE 3.3.2B - CHANGES IN ACTIVE COMMUTER MODESHARE, SMALL OR MID-SIZED CITIES [16]

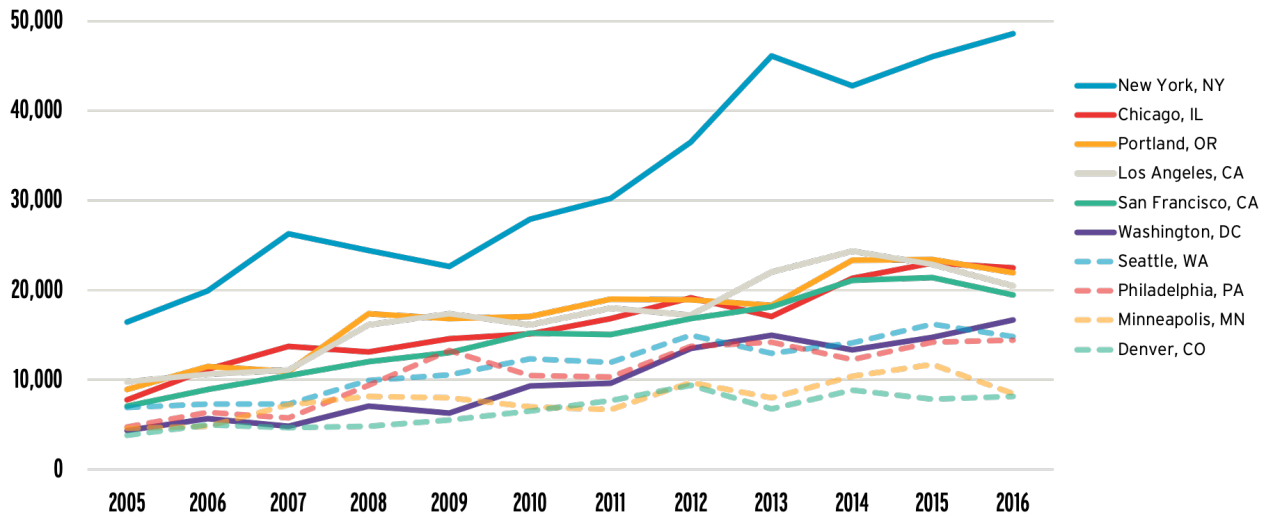
Legend: **Green** = 5 highest values; **Red** = 5 lowest values

COMMUNITY	% OF PPL WHO BIKE TO WORK (2016)	% POINT CHANGE IN PPL WHO BIKE TO WORK (2010-2016)	% OF PPL WHO WALK TO WORK (2016)	% POINT CHANGE IN PPL WHO WALK TO WORK (2010-2016)	% OF PPL WHO TAKE TRANSIT TO WORK (2016)	% POINT CHANGE IN PPL WHO TAKE TRANSIT TO WORK (2010-2016)
Albany	- 0.9%	0.0	+ 10.6%	- -0.4	+ 13.9%	- -1.0
Anchorage	1.2%	0.2	- 3.3%	0.6	- 1.8%	-0.3
Baton Rouge	- 0.6%	- -0.1	- 3.3%	-0.2	2.9%	-0.5
Bellingham	3.3%	- -0.9	8.3%	+ 1.0	5.5%	0.2
Boulder	+ 10.3%	0.6	+ 11.4%	+ 2.1	8.3%	+ 1.5
Burlington	5.6%	+ 1.8	+ 21.7%	+ 1.2	5.3%	-0.6
Charleston	3.1%	+ 1.4	6.0%	+ 1.0	- 1.7%	+ 1.3
Chattanooga	- 0.5%	0.1	- 2.9%	0.6	- 2.1%	-0.2
Davis	+ 21.1%	+ 3.5	4.7%	0.8	6.5%	+ 0.8
Eugene	+ 7.4%	- -0.7	7.4%	+ 1.0	3.9%	+ 2.0
Fort Collins	+ 6.6%	- -0.1	- 3.8%	0.7	- 2.0%	- -1.0
Honolulu	2.0%	0.5	8.3%	- -0.6	+ 12.6%	0.0
Madison	5.2%	0.7	+ 9.5%	0.1	+ 9.3%	- -0.8
Missoula	+ 7.2%	+ 1.4	6.8%	-0.1	- 2.7%	0.0
New Orleans	3.1%	+ 1.3	4.7%	- -0.6	7.7%	- -0.7
Pittsburgh	2.0%	0.8	+ 11.1%	- -0.7	+ 17.1%	+ 2.4
Salt Lake City	2.7%	0.5	5.2%	- -0.3	7.2%	- -1.5
Spokane	- 0.8%	- -0.4	- 3.7%	0.3	4.0%	0.4
St. Louis	- 0.9%	0.1	4.3%	0.3	+ 9.8%	0.8

Covered bike parking, photo courtesy of Dickinson College

10 Cities with the Most Bike Commuters

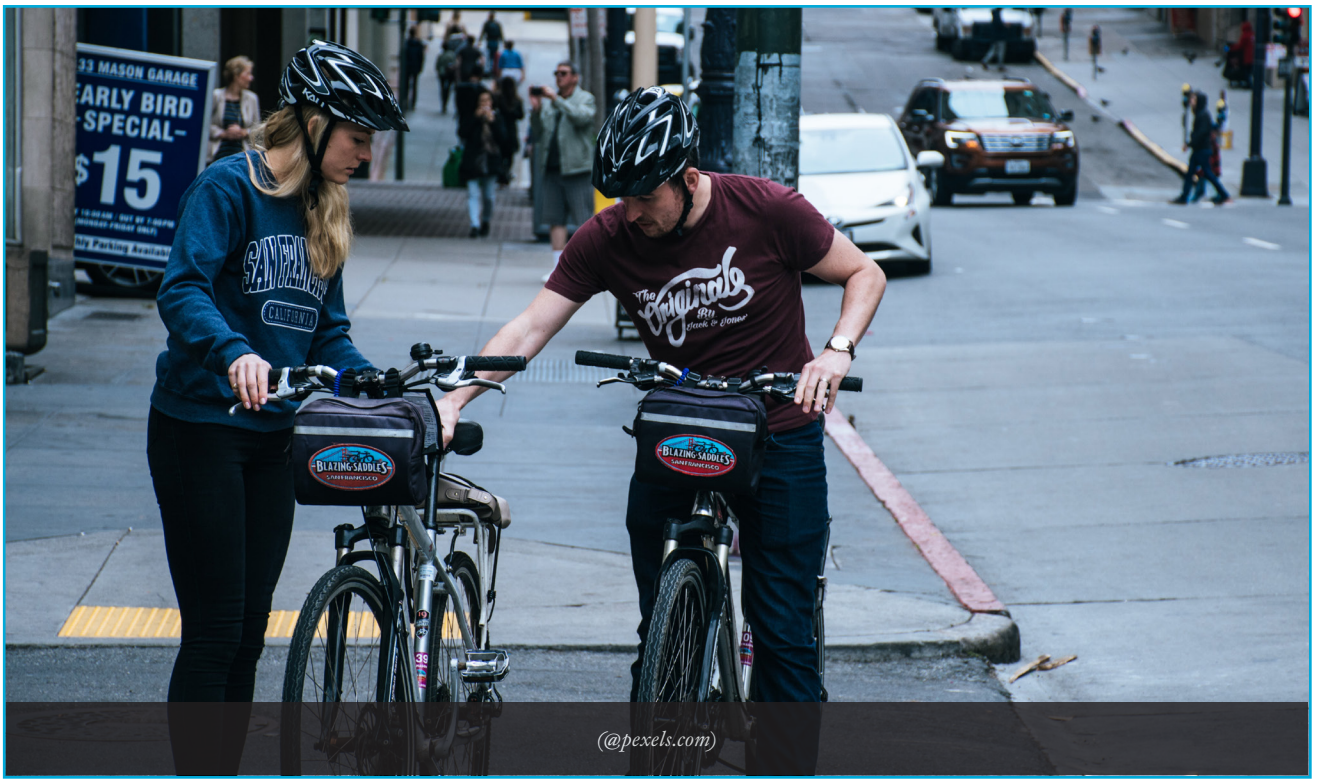
FIGURE 3.3.3A - NUMBER OF BICYCLE COMMUTERS IN THE 10 CITIES WITH MOST BIKE COMMUTERS [17]



In 2005, only one city had more than 10,000 bike commuters. As of 2016, there are 8 cities with more than 10,000 bike commuters – including 4 cities with over 20,000 – according to the Census Bureau. Between 2005 and 2016, the percentage of people biking to work more than doubled in 5 of the 10 cities with the most bike commuters. These 10 cities account for slightly less than 23% of all bike commuters nationwide.

FIGURE 3.3.3B - NUMBER OF BICYCLE COMMUTERS IN THE 10 CITIES WITH MOST BIKE COMMUTERS

COMMUNITY	ESTIMATED # OF BICYCLE COMMUTERS IN 2016 [18]	CHANGE IN # OF BICYCLE COMMUTERS (2005-2016) [18]	% CHANGE IN RATE OF PPL BIKING TO WORK (2005-2016) [18]	% CHANGE IN POPULATION (2005-2016) [19]
New York, NY	48601	32133	153%	7%
Chicago, IL	22449	14637	153%	0%
Portland, OR	21982	13040	82%	25%
Los Angeles, CA	20495	10674	79%	7%
San Francisco, CA	19429	12376	110%	21%
Washington, DC	16647	12311	165%	32%
Seattle, WA	14801	7838	53%	31%
Philadelphia, PA	14397	9619	144%	11%
Minneapolis, MN	8465	3876	51%	18%
Denver, CO	8181	4367	54%	27%



(@pexels.com)

Topic References

13 See footnote 11.

14 See footnote 11.

15 See footnote 11.

16 U.S. Census Bureau. *American Community Survey (ACS) Table* B08006 5-year estimates (2010 and 2016). Available at https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml

17 U.S. Census Bureau. *American Community Survey (ACS) Table* B08006 1-year estimates (2005-2016). Available at https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml

18 See footnote 17.

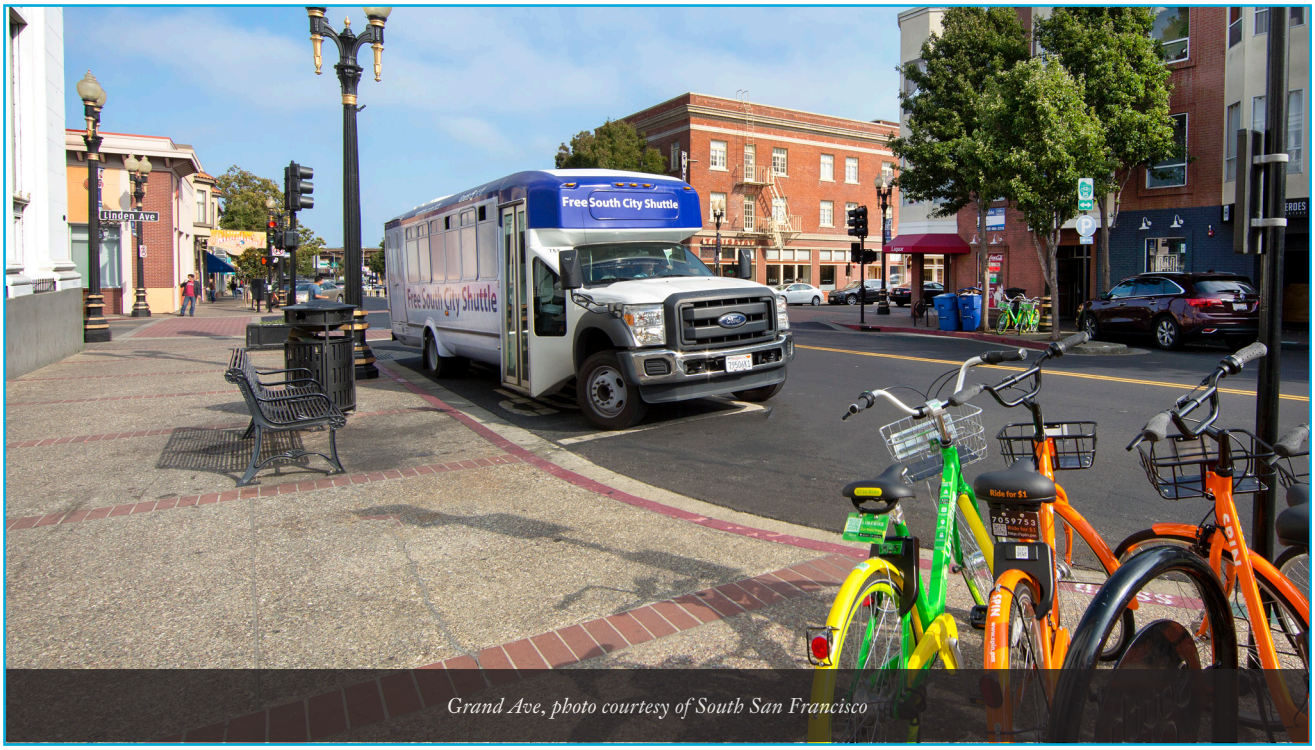
19 U.S. Census Bureau. *American Community Survey (ACS) Table* B01003 1-year estimates (2005 and 2016). Available at https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml

3.4 - CITIES: 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 city level. The Census Bureau produced some national demographics data about who bikes to work in 2014. [20] Data regarding women bicycling to work is available and reported in Figure 3.4.5.

For national demographic data, please see Section 1.2 Nation: Demographics of Active Transportation.



Grand Ave, photo courtesy of South San Francisco

Low Income Commuters & Walking to Work

FIGURE 3.4.1A - LOW INCOME COMMUTERS & WALKING TO WORK, LARGE CITIES

Legend: **Green** = High values for walking to work, low values for poverty status-related data; **Orange** = low values for poverty/walking inter-related data; **Red** = Low values for walking to work, high values for poverty status; **Blue** = high values for poverty/walking inter-related data

COMMUNITY	2016 % OF PPL WHO WALK TO WORK [21]	2016 % OF ALL COMMUTERS WHO HAVE LOW INCOME [22]	2016 % OF PPL WHO WALK TO WORK WHO HAVE LOW INCOME [23]	OVER- OR UNDER-REPRESENTATION OF LOW INCOME WORKERS AMONG PPL WHO WALK TO WORK (IN % POINTS)
Boston	14.8%	21.1%	18.6%	-2.6
Washington, DC	13.3%	17.9%	12.8%	-5.1
San Francisco	10.6%	+ 12.5%	14.1%	1.7
Seattle	10.1%	+ 13.0%	16.9%	4.0
New York City	10.0%	20.3%	22.0%	1.7
Philadelphia	8.2%	- 25.9%	22.2%	-3.6
Minneapolis	7.2%	21.3%	34.6%	13.2
Baltimore	6.7%	- 23.1%	23.2%	0.2
Chicago	6.7%	21.7%	22.9%	1.2
Portland, OR	6.0%	16.9%	28.5%	11.6
Cleveland	5.3%	- 36.0%	42.0%	6.0
Milwaukee	5.0%	- 28.4%	43.1%	14.8
Atlanta	4.6%	- 24.0%	25.3%	1.4
Denver	4.5%	16.4%	20.0%	3.6
Miami	4.2%	- 27.6%	34.0%	6.3
Oakland	4.0%	+ 20.0%	28.7%	8.7
Detroit	3.7%	- 39.4%	46.0%	6.6
Los Angeles	3.5%	21.5%	35.5%	14.0
Tucson	3.3%	- 25.1%	50.0%	24.9
San Diego	3.1%	+ 15.0%	25.9%	10.9
Sacramento	3.1%	21.4%	27.3%	5.8
Columbus, OH	3.0%	21.2%	43.3%	22.1
Virginia Beach	2.6%	+ 8.2%	21.7%	13.5
Long Beach	2.5%	20.3%	35.4%	15.2
Austin	2.3%	16.7%	33.9%	17.3
Omaha	2.3%	+ 16.3%	29.6%	13.3
Louisville	2.3%	17.7%	39.3%	21.6
Charlotte	2.2%	+ 15.8%	22.4%	6.6
Kansas City, MO	2.1%	18.3%	35.3%	17.0
Houston	2.1%	21.9%	38.7%	16.9
Nashville	2.0%	18.0%	31.3%	13.3
Albuquerque	2.0%	18.9%	36.2%	17.3
Memphis	1.9%	- 27.6%	42.6%	15.1
Dallas	1.9%	22.9%	35.1%	12.2
Indianapolis	1.9%	20.9%	38.8%	17.9
Colorado Springs	1.8%	+ 12.8%	30.4%	17.5
Las Vegas	1.8%	16.8%	31.0%	14.2
Raleigh	1.8%	+ 14.9%	26.5%	11.6
Phoenix	1.8%	22.3%	38.6%	16.3
El Paso	1.7%	21.0%	48.5%	27.5
Tulsa	1.7%	20.3%	41.1%	20.7
Arlington, TX	1.7%	16.6%	39.2%	22.6
San Antonio	1.7%	19.5%	39.3%	19.7
San Jose	1.7%	+ 10.9%	24.3%	13.4
Jacksonville	1.6%	17.0%	31.7%	14.7
Mesa	1.5%	+ 16.2%	24.5%	8.3
Fresno	1.5%	- 30.0%	48.9%	18.9
Oklahoma City	1.5%	17.8%	32.5%	14.7
Wichita, KS	1.4%	17.1%	47.7%	30.5
Fort Worth	1.2%	18.0%	39.5%	21.6

FIGURE 3.4.1B - LOW INCOME COMMUTERS & WALKING TO WORK, SMALL OR MID-SIZED CITIES

Legend: **Green** = High values for walking to work, low values for poverty status-related data; **Orange** = low values for poverty/walking inter-related data; **Red** = Low values for walking to work, high values for poverty status; **Blue** = high values for poverty/walking inter-related data

COMMUNITY	2016 % OF PPL WHO WALK TO WORK [24]	2016 % OF ALL COMMUTERS WHO HAVE LOW INCOME [25]	2016 % OF PPL WHO WALK TO WORK WHO HAVE LOW INCOME [26]	OVER- OR UNDER-REPRESENTATION OF LOW INCOME WORKERS AMONG PPL WHO WALK TO WORK (IN % POINTS)
Burlington	21.7%	25.1%	38.6%	13.5
Boulder	11.4%	22.0%	40.0%	18.0
Pittsburgh	11.1%	22.3%	35.2%	12.9
Albany	10.6%	- 25.6%	24.1%	-1.5
Madison	9.5%	+ 18.6%	51.9%	33.3
Bellingham	8.3%	22.2%	40.6%	18.5
Honolulu	8.3%	+ 12.1%	16.9%	4.8
Eugene	7.4%	23.1%	56.5%	33.4
Missoula	6.8%	19.3%	39.0%	19.7
Charleston	6.0%	+ 16.3%	42.6%	26.3
Salt Lake City	5.2%	19.1%	28.8%	9.7
New Orleans	4.7%	- 26.2%	30.1%	3.9
Davis	4.7%	- 28.8%	34.2%	5.4
St. Louis	4.3%	- 26.7%	25.9%	-0.8
Fort Collins	3.8%	+ 17.8%	34.9%	17.1
Spokane	3.7%	19.7%	32.7%	13.0
Baton Rouge	3.3%	- 26.1%	53.3%	27.1
Anchorage	3.3%	+ 8.1%	17.6%	9.5
Chattanooga	2.9%	21.1%	44.7%	23.7

Most cities reviewed for the Benchmarking Report have an over-representation of low-income workers among people who walk to work. There are only 5 cities in our data set – Boston, Washington DC, Philadelphia, Albany NY, and St. Louis where low-income workers are under-represented among people who walk to work.

In large cities, the overall rate of walking to work seems to be related to over- or under-representation of low-income workers among people who walk to work, with cities with higher rates of walking to work being less likely to have an over-representation. In the other cities this appears to be less true.

Low Income Commuters & Taking Transit to Work

FIGURE 3.4.2A - LOW INCOME COMMUTERS & TAKING TRANSIT TO WORK, LARGE CITIES

Legend: **Green** = High values for taking transit to work, low values for poverty status-related data; **Orange** = low values for poverty/transit-related data; **Red** = Low values for taking transit to work, high values for poverty status; **Blue** = high values for poverty/transit-related data

COMMUNITY	2016 % OF PPL WHO TAKE TRANSIT TO WORK [27]	2016 % OF ALL COMMUTERS WHO HAVE LOW INCOME [28]	2016 % OF PPL WHO TAKE TRANSIT TO WORK WHO HAVE LOW INCOME [29]	OVER- OR UNDER-REPRESENTATION OF LOW INCOME WORKERS AMONG PPL WHO TAKE TRANSIT TO WORK (IN % POINTS)
El Paso	- 1.7%	21.0%	• 57.1%	36.1
Colorado Springs	- 1.0%	+ 12.8%	• 47.9%	35.1
Louisville	3.0%	17.7%	• 47.6%	29.9
Tulsa	- 1.1%	20.3%	• 49.6%	29.3
Tucson	4.2%	- 25.1%	• 53.6%	28.5
San Antonio	3.3%	19.5%	• 47.4%	27.9
Jacksonville	2.0%	17.0%	44.4%	27.4
Raleigh	2.0%	+ 14.9%	42.2%	27.3
Oklahoma City	- 0.5%	17.8%	42.4%	24.6
Kansas City, MO	3.1%	18.3%	42.4%	24.0
Las Vegas	4.3%	16.8%	38.9%	22.1
Indianapolis	2.0%	20.9%	42.8%	21.9
Mesa	2.3%	+ 16.2%	37.7%	21.5
Long Beach	6.8%	20.3%	41.4%	21.2
Omaha	- 1.5%	+ 16.3%	37.3%	21.0
Albuquerque	2.1%	18.9%	39.7%	20.8
San Diego	3.9%	+ 15.0%	35.1%	20.1
Miami	11.3%	- 27.6%	• 47.3%	19.7
Los Angeles	10.1%	21.5%	41.2%	19.7
Wichita, KS	- 0.7%	17.1%	36.8%	19.6
Fort Worth	- 0.9%	18.0%	37.5%	19.6
Columbus, OH	3.2%	21.2%	40.5%	19.3
Memphis	2.1%	- 27.6%	• 46.9%	19.3
Nashville	2.2%	18.0%	36.8%	18.8
Phoenix	3.4%	22.3%	40.7%	18.4
Charlotte	3.7%	+ 15.8%	33.9%	18.1
Fresno	- 2.0%	- 30.0%	• 47.5%	17.5
Austin	4.0%	16.7%	33.9%	17.2
Virginia Beach	- 0.9%	+ 8.2%	24.8%	16.6
Dallas	+ 4.3%	22.9%	• 38.4%	15.5
Milwaukee	8.5%	- 28.4%	43.4%	15.1
Atlanta	10.0%	- 24.0%	38.7%	14.7
Houston	4.0%	21.9%	36.0%	14.1
Minneapolis	+ 13.1%	21.3%	33.4%	12.1
Cleveland	10.6%	- 36.0%	46.7%	10.7
Denver	6.8%	16.4%	26.2%	9.8
Detroit	8.2%	- 39.4%	• 48.4%	9.0
San Jose	4.2%	+ 10.9%	• 19.0%	8.1
Portland, OR	12.1%	16.9%	24.4%	7.5
Sacramento	3.7%	21.4%	24.7%	3.2
Baltimore	+ 18.4%	- 23.1%	25.2%	2.1
Seattle	+ 20.8%	+ 13.0%	• 14.9%	1.9
San Francisco	+ 33.6%	+ 12.5%	• 12.0%	-0.5
Arlington, TX	- 0.2%	16.6%	• 15.9%	-0.7
Oakland	+ 20.8%	20.0%	• 18.8%	-1.2
Chicago	+ 27.8%	21.7%	• 20.0%	-1.7
Boston	+ 33.6%	21.1%	• 18.8%	-2.3
New York City	+ 56.6%	20.3%	• 17.1%	-3.2
Philadelphia	+ 25.7%	- 25.9%	• 22.6%	-3.2
Washington, DC	+ 36.8%	17.9%	• 13.3%	-4.6

FIGURE 3.4.2B - LOW INCOME COMMUTERS & TAKING TRANSIT TO WORK, SMALL OR MID-SIZED CITIES

Legend: **Green** = High values for taking transit to work, low values for poverty status-related data; **Orange** = low values for poverty/transit-related data; **Red** = Low values for taking transit to work, high values for poverty status; **Blue** = high values for poverty/transit-related data

COMMUNITY	2016 % OF PPL WHO TAKE TRANSIT TO WORK [30]	2016 % OF ALL COMMUTERS WHO HAVE LOW INCOME [31]	2016 % OF PPL WHO TAKE TRANSIT TO WORK WHO HAVE LOW INCOME [32]	OVER- OR UNDER-REPRESENTATION OF LOW INCOME WORKERS AMONG PPL WHO TAKE TRANSIT TO WORK (IN % POINTS)
Fort Collins	- 2.0%	+ 17.8%	• 69.1%	51.3
Bellingham	5.5%	22.2%	• 57.7%	35.6
Eugene	3.9%	23.1%	• 56.7%	33.6
Missoula	- 2.7%	19.3%	• 50.8%	31.6
Baton Rouge	2.9%	- 26.1%	• 51.7%	25.6
Charleston	- 1.7%	+ 16.3%	41.7%	25.4
Burlington	5.3%	25.1%	48.2%	23.1
Spokane	4.0%	19.7%	41.6%	21.9
St. Louis	+ 9.8%	- 26.7%	44.1%	17.4
New Orleans	7.7%	- 26.2%	43.3%	17.1
Madison	+ 9.3%	+ 18.6%	35.2%	16.7
Chattanooga	- 2.1%	21.1%	37.6%	16.5
Davis	6.5%	- 28.8%	43.6%	14.8
Salt Lake City	7.2%	19.1%	• 33.5%	14.4
Boulder	8.3%	22.0%	34.3%	12.3
Anchorage	- 1.8%	+ 8.1%	• 17.3%	9.2
Honolulu	+ 12.6%	+ 12.1%	• 20.7%	8.7
Albany	+ 13.9%	- 25.6%	• 30.2%	4.7
Pittsburgh	+ 17.1%	22.3%	• 26.9%	4.6

In large cities, there are more large cities where under-representation of low-income workers among people who take transit to work is more common than among people who walk to work. In the other cities reviewed for the Benchmarking Report, low-income workers are over-represented among people who take transit to work in every city. This may suggest that larger cities struggle to provide access to transit for lower-income workers.

Over-representation is more likely to occur when there is a high percentage of low-income workers who take transit. This does not appear to be too correlated with having a high percentage of low-income workers – of large cities with the 5 highest percentages of low-income workers, only one – Detroit – is among the 5 highest percentages of low-income workers who take transit to work.

Commuters of Color & Walking to Work

FIGURE 3.4.3A - COMMUTERS OF COLOR & WALKING TO WORK, LARGE CITIES

Legend: **Green** = High values for walking to work, low values for race/ethnicity-related data; **Orange** = low values for race/ethnicity & walking data; **Red** = Low values for walking to work, high values for race/ethnicity; **Blue** = high values for race/ethnicity & walking data

COMMUNITY	2016 % OF PPL WHO WALK TO WORK [33]	2016 % OF ALL COMMUTERS WHO ARE PPL OF COLOR [34]	2016 % OF PPL WHO WALK TO WORK WHO ARE PPL OF COLOR [34]	OVER- OR UNDER-REPRESENTATION OF PPL OF COLOR AMONG PPL WHO WALK TO WORK (IN % POINTS)
Raleigh	1.8%	37%	• 50%	13.4
Oklahoma City	- 1.5%	29%	42%	13.4
San Antonio	- 1.7%	- 21%	31%	10.7
Phoenix	1.8%	25%	35%	10.0
Wichita, KS	- 1.4%	- 21%	31%	9.9
Las Vegas	1.8%	34%	44%	9.2
Arlington, TX	- 1.7%	34%	43%	8.7
Albuquerque	2.0%	27%	35%	8.7
Louisville	2.3%	25%	33%	7.9
Tulsa	- 1.7%	31%	39%	7.3
Colorado Springs	1.8%	- 19%	• 26%	7.1
Omaha	2.3%	- 18%	• 24%	5.4
Mesa	- 1.5%	- 15%	• 19%	4.5
Fort Worth	- 1.2%	33%	37%	4.0
El Paso	1.7%	- 16%	• 20%	3.7
Minneapolis	+ 7.2%	26%	29%	3.6
Long Beach	2.5%	44%	• 48%	3.4
Dallas	1.9%	36%	39%	3.0
Los Angeles	3.5%	46%	• 49%	2.8
Oakland	4.0%	+ 55%	• 57%	2.6
Tucson	3.3%	25%	• 27%	2.5
Memphis	1.9%	+ 65%	• 67%	2.2
Jacksonville	- 1.6%	36%	37%	1.5
Portland, OR	+ 6.0%	- 19%	• 20%	1.5
Seattle	+ 10.1%	26%	27%	1.2
Houston	2.1%	40%	41%	1.1
Atlanta	4.6%	+ 48%	• 49%	1.1
Austin	2.3%	- 22%	• 23%	1.0
Miami	4.2%	- 20%	• 20%	-0.1
Virginia Beach	2.6%	31%	30%	-1.2
Indianapolis	1.9%	34%	32%	-1.5
Fresno	- 1.5%	42%	41%	-1.9
San Francisco	+ 10.6%	46%	44%	-2.6
Kansas City, MO	2.1%	34%	31%	-2.9
Denver	4.5%	- 19%	• 16%	-3.5
San Diego	3.1%	33%	28%	-4.4
Cleveland	5.3%	+ 51%	• 46%	-4.8
San Jose	- 1.7%	+ 56%	• 51%	-4.9
Nashville	2.0%	34%	28%	-5.8
Sacramento	3.1%	46%	39%	-6.8
Columbus, OH	3.0%	33%	• 26%	-6.8
Charlotte	2.2%	45%	38%	-7.2
Chicago	+ 6.7%	43%	34%	-8.8
New York City	+ 10.0%	+ 53%	44%	-9.1
Boston	+ 14.8%	40%	29%	-11.5
Milwaukee	5.0%	45%	33%	-12.1
Baltimore	+ 6.7%	+ 62%	• 50%	-12.2
Detroit	3.7%	+ 84%	• 71%	-13.6
Philadelphia	+ 8.2%	+ 52%	37%	-14.4
Washington, DC	+ 13.3%	+ 47%	31%	-16.7

FIGURE 3.4.3B - COMMUTERS OF COLOR & WALKING TO WORK, SMALL OR MID-SIZED CITIES

Legend: **Green** = High values for walking to work, low values for race/ethnicity-related data; **Orange** = low values for race/ethnicity & walking data; **Red** = Low values for walking to work, high values for race/ethnicity; **Blue** = high values for race/ethnicity & walking data

COMMUNITY	2016 % OF PPL WHO WALK TO WORK [35]	2016 % OF ALL COMMUTERS WHO ARE PPL OF COLOR [36]	2016 % OF PPL WHO WALK TO WORK WHO ARE PPL OF COLOR [36]	OVER- OR UNDER-REPRESENTATION OF PPL OF COLOR AMONG PPL WHO WALK TO WORK (IN % POINTS)
Davis	4.7%	30%	+ 45%	15.4
Charleston	6.0%	21%	31%	9.9
Eugene	7.4%	14%	21%	7.0
Fort Collins	- 3.8%	- 9%	+ 16%	6.9
St. Louis	4.3%	+ 43%	+ 49%	6.4
Chattanooga	- 2.9%	35%	40%	5.5
Boulder	+ 11.4%	- 11%	+ 16%	4.6
Spokane	- 3.7%	- 12%	+ 16%	3.8
Missoula	6.8%	- 8%	+ 11%	3.3
Baton Rouge	- 3.3%	+ 56%	+ 58%	2.3
Pittsburgh	+ 11.1%	26%	28%	1.8
Bellingham	8.3%	16%	17%	1.4
Madison	+ 9.5%	18%	18%	0.6
Burlington	+ 21.7%	- 12%	+ 12%	0.4
Salt Lake City	5.2%	23%	23%	0.3
Albany	+ 10.6%	+ 38%	38%	-0.1
Anchorage	- 3.3%	30%	29%	-1.1
Honolulu	8.3%	+ 80%	+ 73%	-6.6
New Orleans	4.7%	+ 56%	+ 44%	-11.5

People of color are not over-represented among people who walk to work to the same extent as people who have lower incomes. In larger cities, many of the cities with lower rates of walking to work also have people of color over-represented among those who walk to work. Some of the cities, such as Raleigh and Oklahoma City, where people of color are over-represented among people who walk to work also have some of the lower Walk Scores of cities reviewed in the Benchmarking Report.

Commuters of Color & Taking Transit to Work

FIGURE 3.4.4A - COMMUTERS OF COLOR & TAKING TRANSIT TO WORK, LARGE CITIES

Legend: **Green** = High values for taking transit to work, low values for race/ethnicity-related data; **Orange** = low values for race/ethnicity & transit data; **Red** = Low values for taking transit to work, high values for race/ethnicity; **Blue** = high values for race/ethnicity & transit data

COMMUNITY	2016 % OF PPL WHO TAKE TRANSIT TO WORK [37]	2016 % OF ALL COMMUTERS WHO ARE PPL OF COLOR [38]	2016 % OF PPL WHO TAKE TRANSIT TO WORK WHO ARE PPL OF COLOR [38]	OVER- OR UNDER-REPRESENTATION OF PPL OF COLOR AMONG PPL WHO TAKE TRANSIT TO WORK (IN % POINTS)
Louisville	3.0%	25%	• 68%	42.6
Kansas City, MO	3.1%	34%	• 74%	40.4
Indianapolis	2.0%	34%	68%	34.1
Tulsa	- 1.1%	31%	64%	33.0
Jacksonville	2.0%	36%	• 68%	32.5
Omaha	- 1.5%	- 18%	50%	31.4
Atlanta	10.0%	+ 48%	• 79%	30.5
Columbus, OH	3.2%	33%	62%	29.6
Virginia Beach	- 0.9%	31%	60%	29.6
Fort Worth	- 0.9%	33%	62%	29.5
Cleveland	10.6%	+ 51%	• 78%	27.4
Nashville	2.2%	34%	61%	27.1
Charlotte	3.7%	45%	• 72%	26.7
Dallas	4.3%	36%	62%	26.2
Oklahoma City	- 0.5%	29%	55%	25.9
Fresno	- 2.0%	42%	68%	25.2
Raleigh	2.0%	37%	61%	24.1
Memphis	2.1%	+ 65%	• 89%	24.0
Milwaukee	8.5%	45%	• 68%	23.1
Colorado Springs	- 1.0%	- 19%	40%	20.8
Baltimore	+ 18.4%	+ 62%	• 82%	20.6
Las Vegas	4.3%	34%	55%	20.3
Wichita, KS	- 0.7%	- 21%	41%	20.1
Houston	4.0%	40%	58%	17.9
Mesa	2.3%	- 15%	• 33%	17.9
Tucson	4.2%	25%	41%	16.8
Miami	11.3%	- 20%	• 36%	15.6
Los Angeles	10.1%	46%	61%	15.4
Phoenix	3.4%	25%	40%	14.4
San Antonio	3.3%	- 21%	• 35%	14.1
Philadelphia	+ 25.7%	+ 52%	65%	13.9
Minneapolis	+ 13.1%	26%	39%	13.2
Long Beach	6.8%	44%	56%	11.9
Denver	6.8%	- 19%	• 31%	11.6
Albuquerque	2.1%	27%	• 38%	11.0
Austin	4.0%	- 22%	• 32%	10.5
Detroit	8.2%	+ 84%	• 94%	9.7
San Diego	3.9%	33%	42%	9.3
Sacramento	3.7%	46%	54%	8.1
El Paso	- 1.7%	- 16%	• 23%	7.2
Seattle	+ 20.8%	26%	• 32%	6.3
Portland, OR	12.1%	- 19%	• 24%	5.6
Boston	+ 33.6%	40%	46%	5.4
San Jose	4.2%	+ 56%	61%	4.4
New York City	+ 56.6%	+ 53%	57%	3.5
San Francisco	+ 33.6%	46%	49%	2.8
Washington, DC	+ 36.8%	+ 47%	50%	2.7
Chicago	+ 27.8%	43%	44%	1.7
Oakland	+ 20.8%	+ 55%	52%	-2.2
Arlington, TX	- 0.2%	34%	• 28%	-5.9

FIGURE 3.4.4B- COMMUTERS OF COLOR & TAKING TRANSIT TO WORK, SMALL OR MID-SIZED CITIES

Legend: **Green** = High values for taking transit to work, low values for race/ethnicity-related data; **Orange** = low values for race/ethnicity & transit data; **Red** = Low values for taking transit to work, high values for race/ethnicity; **Blue** = high values for race/ethnicity & transit data

COMMUNITY	2016 % OF PPL WHO TAKE TRANSIT TO WORK [39]	2016 % OF ALL COMMUTERS WHO ARE PPL OF COLOR [40]	2016 % OF PPL WHO TAKE TRANSIT TO WORK WHO ARE PPL OF COLOR [40]	OVER- OR UNDER-REPRESENTATION OF PPL OF COLOR AMONG PPL WHO TAKE TRANSIT TO WORK (IN % POINTS)
Charleston	- 1.7%	21%	• 82%	61.0
Chattanooga	- 2.1%	35%	• 84%	49.6
St. Louis	+ 9.8%	+ 43%	• 81%	38.5
Albany	+ 13.9%	+ 38%	70%	32.5
New Orleans	7.7%	+ 56%	• 82%	25.7
Davis	6.5%	30%	52%	22.4
Baton Rouge	2.9%	+ 56%	74%	17.9
Pittsburgh	+ 17.1%	26%	44%	17.4
Anchorage	- 1.8%	30%	46%	16.4
Madison	+ 9.3%	18%	32%	14.8
Burlington	5.3%	- 12%	27%	14.8
Missoula	- 2.7%	- 8%	• 21%	13.6
Bellingham	5.5%	16%	26%	9.9
Eugene	3.9%	14%	• 22%	8.3
Boulder	8.3%	- 11%	• 19%	7.4
Salt Lake City	7.2%	23%	30%	7.0
Honolulu	+ 12.6%	+ 80%	• 86%	6.6
Fort Collins	- 2.0%	- 9%	• 14%	4.7
Spokane	4.0%	- 12%	• 14%	1.7

Bike on a bus in Oakland, CA, photo courtesy of Alliance for Biking and Walking

People of color are much more likely to be over-represented among people who take transit to work than among people who walk to work. In 72% of the large cities reviewed (36 out of 50), people of color are over-represented by at least 10 percentage points among people who take transit to work. People of color are over-represented among people who take transit to work in every one of the other cities reviewed for the Benchmarking Report.

Women Biking & Walking to Work

FIGURE 3.4.5A - WOMEN BIKING & WALKING TO WORK, LARGE CITIES [41]

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

COMMUNITY	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)
Albuquerque	47.5%	-0.6	26.6%	-21.5
Arlington, TX	45.2%	-1.5	28.2%	-18.5
Atlanta	- 41.0%	- -8	- 19.8%	- -29.2
Austin	46.3%	1.3	29.3%	+ -15.7
Baltimore	+ 52.8%	-0.2	27.8%	- -25.2
Boston	+ 52.7%	+ 2.2	28.5%	-22
Charlotte	- 39.3%	- -8.7	25.5%	-22.5
Chicago	+ 50.2%	+ 2	28.5%	-19.7
Cleveland	44.2%	- -7.1	- 20.5%	- -30.8
Colorado Springs	43.2%	-2.4	- 15.0%	- -30.6
Columbus, OH	44.3%	-4.7	27.9%	-21.1
Dallas	41.8%	-2.7	- 15.3%	- -29.1
Denver	44.2%	-2	29.3%	-16.9
Detroit	46.5%	- -7.1	+ 32.4%	-21.2
El Paso	49.1%	+ 3.7	- 19.7%	- -25.7
Fort Worth	46.7%	0.9	- 8.8%	- -37.1
Fresno	48.4%	1.5	25.0%	-22
Houston	46.6%	+ 2.9	- 18.7%	-25
Indianapolis	44.9%	-4.9	29.6%	-20.2
Jacksonville	- 36.2%	- -12.1	23.7%	-24.6
Kansas City, MO	43.1%	- -5.8	+ 38.8%	+ -10.2
Las Vegas	- 41.0%	- -5.6	22.0%	-24.5
Long Beach	+ 50.9%	+ 4.3	28.7%	-17.9
Los Angeles	48.8%	+ 3.7	- 19.9%	- -25.2
Louisville	46.2%	-2.6	28.1%	-20.7
Memphis	- 36.6%	- -13.8	- 17.4%	- -33
Mesa	43.3%	-2.6	29.3%	-16.7
Miami	47.1%	+ 2.1	23.0%	-22
Milwaukee	+ 52.3%	0.9	30.0%	-21.4
Minneapolis	47.3%	-0.7	+ 34.7%	+ -13.2
Nashville	43.1%	-5.5	20.9%	- -27.7
New York City	+ 51.5%	+ 2.9	26.5%	-22.2
Oakland	+ 54.2%	+ 6.3	+ 37.7%	+ -10.2
Oklahoma City	- 41.5%	-4.7	27.3%	-18.9
Omaha	47.1%	-0.8	30.5%	-17.4
Philadelphia	+ 53.6%	1.8	+ 37.1%	+ -14.7
Phoenix	43.9%	-1.5	25.0%	-20.5
Portland, OR	47.2%	-0.8	+ 36.0%	+ -12
Raleigh	- 40.3%	- -8.3	28.7%	-20
Sacramento	48.3%	-0.2	+ 35.2%	+ -13.3
San Antonio	43.8%	-2.9	22.2%	-24.5
San Diego	- 39.6%	-5.3	24.6%	-20.3
San Francisco	47.8%	1.6	+ 31.3%	+ -14.9
San Jose	+ 50.5%	+ 6.4	24.0%	-20
Seattle	43.1%	-3.9	29.8%	-17.3
Tucson	43.8%	-3.9	+ 32.5%	+ -15.2
Tulsa	42.5%	-4.2	27.7%	-19
Virginia Beach	- 33.6%	- -12.6	29.8%	-16.4
Washington, DC	+ 49.9%	-1.2	+ 39.0%	+ -12.1
Wichita, KS	- 41.2%	-5.4	- 14.8%	- -31.8

FIGURE 3.4.5B - WOMEN BIKING & WALKING TO WORK, SMALL OR MID-SIZED CITIES [42]

Legend: **Green** = 5 highest values; **Red** = 5 lowest values

COMMUNITY	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)
Albany	+ 51.3%	0.6	- 20.3%	- -30.4
Anchorage	- 35.1%	- -10.8	- 22.2%	- -23.7
Baton Rouge	- 40.0%	- -9.1	- 24.8%	- -24.2
Bellingham	+ 53.8%	+ 5.2	35.1%	-13.5
Boulder	46.1%	-0.8	35.0%	+ -11.8
Burlington	+ 54.8%	+ 6.1	30.9%	-17.7
Charleston	+ 52.2%	+ 1.5	+ 38.9%	+ -11.7
Chattanooga	45.2%	- -4.4	+ 37.1%	-12.5
Davis	+ 60.2%	+ 10.8	+ 42.7%	+ -6.6
Eugene	50.1%	1.2	31.5%	-17.4
Fort Collins	- 42.4%	-4.4	35.9%	+ -10.9
Honolulu	50.0%	+ 3.5	31.5%	-15.1
Madison	50.2%	1.5	31.9%	-16.8
Missoula	45.3%	-4.4	+ 37.4%	-12.3
New Orleans	46.1%	- -4.4	+ 37.0%	-13.4
Pittsburgh	49.7%	0.5	- 28.7%	- -20.5
Salt Lake City	- 41.2%	-2.6	33.2%	+ -10.6
Spokane	49.3%	0.6	- 17.2%	- -31.5
St. Louis	- 42.6%	- -8	31.2%	-19.4

Children in Cargo Bike, photo courtesy of Bike Arlington, VA

Women are under-represented among people who walk to work in 68% of the 50 largest cities in the United States.

Women are under-represented among people who bike to work in every one of the 50 largest cities in the United States and in each of the other cities reviewed for the Benchmarking Report. Davis, California – the city with the highest rate of bicycling to work in the United States – has the least under-representation of women in all cities reviewed for this report.

Topic References

20 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

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

22 U.S. Census Bureau. *ACS Table B17001 5-year estimate* (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).

23 U.S. Census Bureau. *ACS Table B08122 5-year estimate* (2016). Available at https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml.

24 See footnote 21.

25 See footnote 22.

26 See footnote 23.

27 See footnote 21.

28 See footnote 22.

29 See footnote 23.

30 See footnote 21.

31 See footnote 22.

32 See footnote 23.

33 See footnote 21.

34 U.S. Census Bureau. *ACS Table B08105H 5-year estimate* (2016). Available at https://factfinder.census.gov/faces/nav/jsf/pages/index.xhtml. (For the purpose of this chart, "People of Color" refers to all persons who are not "White Alone, Not Hispanic or Latino").

35 See footnote 21.

36 See footnote 34.

37 See footnote 21.

38 See footnote 34.

39 See footnote 21.

40 See footnote 34.

41 See footnote 11.

42 See footnote 11.

3.5 - CITIES: PUBLIC HEALTH

INDICATORS & BIKING & WALKING

This section – Cities: Public Health Indicators & Biking & Walking – looks at chronic disease rates that often have a relationship to physical activity.

This section does not include the small or mid-sized cities included elsewhere in the Benchmarking Report because the data source for chronic diseases used, the Center for Disease Control and Prevention's Behavioral Risk Factor Surveillance Survey, did not have data for at least one year for a majority of those cities.

The following definitions may be helpful for interpreting this section:

- **BODY MASS INDEX** – Body Mass Index (BMI) is a person's weight in kilograms divided by the square of the person's height in meters. [43] When using pounds and inches, a conversion factor is used. BMI is often used as a screening tool. It is not a diagnostic tool that assesses the health of an individual. For adults, BMI is interpreted into weight status categories: underweight, normal or healthy weight, overweight, and obese. People who have obesity, compared to people with normal or healthy weight, are at an increased risk for many serious diseases and health conditions. [44]
- **RECOMMENDED AEROBIC PHYSICAL ACTIVITY** – The U.S. Department of Health and Human Services first developed aerobic physical activity guidelines in 2008 and released the 2nd edition in 2018. In both guidelines the recommended aerobic physical activity for adults is at least 150 minutes of moderate-intensity or 75 minutes of vigorous-intensity aerobic physical activity each week. [45]
- **DIABETES** – There are 3 types of diabetes. [46] The data reported in the Benchmarking Report is from a survey that asks whether a person has been told by a doctor that they have diabetes and does not refer to a specific type.
- **HIGH BLOOD PRESSURE** – "Having high blood pressure means the pressure of the blood in your blood vessels is higher than it should be." [47] This condition increases a person's risk for heart disease and stroke, two of the leading causes of death for Americans.
- **ASTHMA** – Asthma is a chronic disease that affects a person's lungs and can cause inflammation that makes it difficult to breathe. According to the CDC, asthma costs the United States $56 billion each year. [48]

Family biking, photo courtesy of the CDC

Percentage of Adults Overweight or With Obesity & Active Commuting

FIGURE 3.5.1 - PERCENTAGE OF POPULATION OVERWEIGHT OR WITH OBESITY & ACTIVE COMMUTING

Legend: **Green** = 10 lowest values for BMI-related data, 10 highest values for commute-related data;
Red = 10 highest values for BMI-related data, 10 lowest values for commute-related data

COMMUNITY	% OF POP. THAT IS OVERWEIGHT (2016) [49]	% OF POP. WITH OBESITY (2016) [49]	CHANGE IN % OF POP. THAT IS OVERWEIGHT (2010-16) [49]	CHANGE IN % OF POP. WITH OBESITY (2010-16) [49]	% OF PPL WHO WALK OR BIKE TO WORK (2016) [50]
Albuquerque	- 37.2%	27.1%	- 6.4%	- 24.9%	3.4%
Arlington, TX	+ 33.0%	30.6%	-4.0%	+ -13.5%	- 1.9%
Atlanta	35.3%	30.3%	- 4.2%	5.6%	5.5%
Austin	+ 32.9%	29.4%	+ -11.3%	9.0%	3.7%
Baltimore	34.2%	29.8%	+ -11.0%	6.3%	+ 7.6%
Boston	- 36.7%	+ 22.0%	- 5.3%	+ -0.1%	+ 16.9%
Charlotte	34.7%	30.5%	-0.8%	8.9%	2.4%
Chicago	34.7%	29.8%	1.3%	10.3%	+ 8.3%
Cleveland	34.3%	29.8%	+ -16.1%	- 20.5%	6.0%
Colorado Springs	36.3%	+ 23.1%	-3.9%	+ -2.3%	2.4%
Columbus, OH	34.2%	30.2%	-2.3%	+ -1.0%	3.7%
Dallas	34.7%	- 34.6%	- 16.4%	2.4%	- 2.1%
Denver	- 36.6%	+ 22.4%	-2.0%	14.2%	6.8%
Detroit	Not Reported For at Least One Year	Not Reported For at Least One Year	Not Reported For at Least One Year	Not Reported For at Least One Year	4.4%
El Paso	34.6%	- 34.3%	+ -15.9%	- 19.9%	- 2.0%
Fort Worth	+ 33.0%	30.6%	-4.0%	+ -13.5%	- 1.5%
Fresno	Not Reported For at Least One Year	Not Reported For at Least One Year	Not Reported For at Least One Year	Not Reported For at Least One Year	2.5%
Houston	36.0%	29.5%	- 5.9%	1.4%	2.6%
Indianapolis	35.8%	- 31.0%	0.2%	10.0%	2.3%
Jacksonville	35.3%	29.1%	-0.3%	11.7%	- 2.2%
Kansas City, MO	- 36.5%	29.6%	1.5%	+ 0.2%	2.5%
Las Vegas	Not Reported For at Least One Year	Not Reported For at Least One Year	Not Reported For at Least One Year	Not Reported For at Least One Year	2.2%
Long Beach	35.7%	24.9%	-6.6%	2.5%	3.4%
Los Angeles	35.7%	+ 24.9%	-6.6%	2.5%	4.7%
Louisville	+ 33.1%	- 32.2%	-5.7%	3.1%	2.7%
Memphis	+ 30.4%	- 40.5%	+ -13.9%	13.1%	- 2.1%
Mesa	34.4%	28.7%	+ -16.3%	- 25.9%	2.4%
Miami	- 37.0%	25.2%	-1.3%	+ -11.0%	5.2%
Milwaukee	34.2%	30.2%	-2.4%	16.2%	6.0%
Minneapolis	- 36.5%	25.9%	-0.6%	3.8%	+ 11.5%
Nashville	35.0%	30.3%	-6.3%	- 22.5%	2.3%
New York City	34.4%	+ 24.0%	+ -8.5%	9.5%	+ 11.2%
Oakland	+ 31.6%	+ 18.4%	+ -14.5%	0.9%	7.0%
Oklahoma City	36.1%	- 31.4%	- 3.6%	4.5%	- 1.7%
Omaha	- 37.5%	- 31.7%	0.9%	- 22.7%	2.6%
Philadelphia	+ 33.3%	28.7%	-6.9%	- 17.6%	+ 10.3%
Phoenix	34.4%	28.7%	+ -16.3%	- 25.9%	2.5%
Portland, OR	34.7%	26.3%	- 2.8%	1.1%	+ 12.5%
Raleigh	+ 33.9%	29.3%	-5.8%	8.6%	2.3%
Sacramento	- 37.1%	+ 24.9%	- 5.6%	3.5%	5.2%
San Antonio	+ 32.4%	- 39.1%	-3.2%	- 31.2%	- 1.9%
San Diego	Not Reported For at Least One Year	Not Reported For at Least One Year	Not Reported For at Least One Year	Not Reported For at Least One Year	4.0%
San Francisco	+ 31.6%	+ 18.4%	+ -14.5%	+ 0.9%	+ 14.7%
San Jose	36.4%	+ 18.9%	-7.0%	+ -10.9%	2.6%
Seattle	35.3%	+ 24.1%	1.0%	5.6%	+ 13.8%
Tucson	Not Reported For at Least One Year	Not Reported For at Least One Year	Not Reported For at Least One Year	Not Reported For at Least One Year	6.2%
Tulsa	- 37.1%	30.0%	- 2.1%	+ -0.5%	- 2.0%
Virginia Beach	- 36.6%	- 30.9%	- 14.3%	1.9%	3.2%
Washington, DC	36.1%	26.4%	-2.4%	4.8%	+ 17.6%
Wichita, KS	34.4%	- 31.7%	0.1%	- 17.1%	- 1.7%

Recommended Aerobic Physical Activity & Biking & Walking to Work

FIGURE 3.5.2 - RECOMMENDED AEROBIC PHYSICAL ACTIVITY & BIKING & WALKING TO WORK

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

COMMUNITY	% OF ADULTS GETTING RECOMMENDED AEROBIC PHYSICAL ACTIVITY (2015) [51]	% CHANGE IN ADULTS GETTING RECOMMENDED AEROBIC PHYSICAL ACTIVITY (2011-2015) [51]	% OF PPL WHO WALK OR BIKE TO WORK [52]
Albuquerque	+ 58.5%	+ 12.3%	3.4%
Arlington, TX	- 44.6%	-6.5%	- 1.9%
Atlanta	50.6%	-2.9%	5.5%
Austin	50.2%	- -10.2%	3.7%
Baltimore	53.5%	+ 16.0%	+ 7.6%
Boston	51.2%	- -9.6%	+ 16.9%
Charlotte	46.6%	-7.4%	2.4%
Chicago	49.1%	-6.1%	+ 8.3%
Cleveland	51.1%	-5.3%	6.0%
Colorado Springs	+ 57.8%	-6.3%	2.4%
Columbus, OH	49.2%	-1.7%	3.7%
Dallas	- 44.2%	- -9.4%	- 2.1%
Denver	+ 59.7%	-2.9%	6.8%
Detroit	Not Reported For at Least One Year	Not Reported For at Least One Year	4.4%
El Paso	- 43.6%	na	- 2.0%
Fort Worth	- 44.6%	-6.5%	- 1.5%
Fresno	Not Reported For at Least One Year	Not Reported For at Least One Year	2.5%
Houston	- 44.8%	- -12.3%	2.6%
Indianapolis	- 45.8%	-0.8%	2.3%
Jacksonville	53.8%	-1.3%	- 2.2%
Kansas City, MO	50.2%	+ 3.2%	2.5%
Las Vegas	na	na	2.2%
Long Beach	56.6%	1.1%	3.4%
Los Angeles	56.6%	1.1%	4.7%
Louisville	- 46.2%	-2.0%	2.7%
Memphis	- 44.7%	+ 18.1%	- 2.1%
Mesa	52.9%	0.0%	2.4%
Miami	48.9%	-3.4%	5.2%
Milwaukee	+ 57.8%	-1.7%	6.0%
Minneapolis	56.4%	1.5%	+ 11.5%
Nashville	- 43.3%	0.5%	2.3%
New York City	46.4%	- -10.2%	+ 11.2%
Oakland	+ 58.0%	- -7.0%	7.0%
Oklahoma City	48.7%	+ 8.6%	- 1.7%
Omaha	51.6%	+ 4.8%	2.6%
Philadelphia	48.1%	- -6.7%	+ 10.3%
Phoenix	52.9%	0.0%	2.5%
Portland, OR	+ 60.2%	-0.2%	+ 12.5%
Raleigh	50.4%	1.4%	2.3%
Sacramento	+ 61.6%	+ 3.4%	5.2%
San Antonio	- 44.9%	- -10.7%	- 1.9%
San Diego	Not Reported For at Least One Year	Not Reported For at Least One Year	4.0%
San Francisco	+ 58.0%	- -7.0%	+ 14.7%
San Jose	+ 61.9%	0.9%	2.6%
Seattle	+ 60.1%	+ 10.2%	+ 13.8%
Tucson	Not Reported For at Least One Year	Not Reported For at Least One Year	6.2%
Tulsa	Not Reported For at Least One Year	Not Reported For at Least One Year	- 2.0%
Virginia Beach	51.9%	+ 3.0%	3.2%
Washington, DC	54.3%	-1.1%	+ 17.6%
Wichita, KS	49.8%	+ 13.1%	- 1.7%

Diabetes & Biking & Walking to Work

FIGURE 3.5.3 - DIABETES & BIKING & WALKING TO WORK

Legend: **Green** = 10 lowest values for diabetes-related data, 10 highest values for commute-related data;
Red = 10 highest values for diabetes-related data, 10 lowest values for commute-related data

COMMUNITY	% OF ADULTS WHO HAVE DIABETES (2016) [53]	% CHANGE IN ADULTS WHO HAVE DIABETES (2010-2016) [53]	% OF PPL WHO WALK OR BIKE TO WORK [54]
Albuquerque	9.3%	- 31.5%	3.4%
Arlington, TX	- 10.9%	+ -6.8%	- 1.9%
Atlanta	10.8%	23.9%	5.5%
Austin	10.4%	- 81.9%	3.7%
Baltimore	- 10.9%	10.4%	7.6%
Boston	+ 8.6%	9.7%	+ 16.9%
Charlotte	9.8%	6.8%	2.4%
Chicago	10.0%	13.1%	+ 8.3%
Cleveland	9.1%	+ -14.2%	6.0%
Colorado Springs	+ 6.7%	13.1%	2.4%
Columbus, OH	10.0%	7.1%	3.7%
Dallas	8.8%	8.4%	- 2.1%
Denver	+ 6.3%	15.7%	6.8%
Detroit	Not Reported for at least One Year	Not Reported for at least One Year	4.4%
El Paso	- 15.5%	- 26.9%	- 2.0%
Fort Worth	- 10.9%	+ -6.8%	- 1.5%
Fresno	Not Reported for at least One Year	Not Reported for at least One Year	2.5%
Houston	9.6%	13.4%	2.6%
Indianapolis	- 12.7%	- 32.0%	2.3%
Jacksonville	10.2%	9.4%	- 2.2%
Kansas City, MO	10.3%	13.4%	2.5%
Las Vegas	Not Reported for at least One Year	Not Reported for at least One Year	2.2%
Long Beach	10.7%	23.0%	3.4%
Los Angeles	10.7%	23.0%	4.7%
Louisville	- 11.1%	- 60.9%	2.7%
Memphis	- 11.5%	+ -9.4%	- 2.1%
Mesa	10.5%	- 47.5%	2.4%
Miami	- 11.1%	- 47.5%	5.2%
Milwaukee	9.3%	21.7%	6.0%
Minneapolis	+ 8.0%	- 50.6%	+ 11.5%
Nashville	10.6%	21.6%	2.3%
New York City	10.1%	15.6%	+ 11.2%
Oakland	+ 6.3%	+ -12.0%	7.0%
Oklahoma City	- 10.8%	24.5%	- 1.7%
Omaha	+ 8.6%	14.5%	2.6%
Philadelphia	9.8%	+ -4.7%	+ 10.3%
Phoenix	10.5%	- 47.5%	2.5%
Portland, OR	9.0%	- 38.8%	+ 12.5%
Raleigh	+ 7.2%	+ -2.8%	2.3%
Sacramento	+ 7.2%	- -13.9%	5.2%
San Antonio	10.7%	16.3%	- 1.9%
San Diego	Not Reported for at least One Year	Not Reported for at least One Year	4.0%
San Francisco	+ 6.3%	+ -12.0%	+ 14.7%
San Jose	9.7%	13.3%	2.6%
Seattle	+ 8.1%	25.9%	+ 13.8%
Tucson	Not Reported for at least One Year	Not Reported for at least One Year	6.2%
Tulsa	- 11.3%	3.3%	- 2.0%
Virginia Beach	10.4%	22.7%	3.2%
Washington, DC	8.7%	+ 0.1%	+ 17.6%
Wichita, KS	9.4%	20.8%	- 1.7%

High Blood Pressure & Biking & Walking to Work

FIGURE 3.5.4 - HIGH BLOOD PRESSURE & BIKING & WALKING TO WORK

Legend: **Green** = 10 lowest values for high blood pressure-related data, 10 highest values for commute-related data;
Red = 10 highest values for high blood pressure -related data, 10 lowest values for commute-related data

COMMUNITY	% OF ADULTS WITH HIGH BLOOD PRESSURE (2015) [55]	% CHANGE IN ADULTS WITH HIGH BLOOD PRESSURE (2011-2015) [55]	% OF PPL WHO WALK OR BIKE TO WORK (2016) [56]
Albuquerque	28.2%	- 10.1%	3.4%
Arlington, TX	29.2%	-1.8%	- 1.9%
Atlanta	31.7%	8.1%	5.5%
Austin	+ 27.3%	- 15.1%	3.7%
Baltimore	- 34.0%	4.6%	+ 7.6%
Boston	28.9%	6.4%	+ 16.9%
Charlotte	- 34.2%	- 20.7%	2.4%
Chicago	29.6%	0.8%	+ 8.3%
Cleveland	- 33.1%	- 11.3%	6.0%
Colorado Springs	+ 25.4%	4.8%	2.4%
Columbus, OH	32.1%	1.6%	3.7%
Dallas	28.3%	+ -4.5%	- 2.1%
Denver	+ 26.0%	3.6%	6.8%
Detroit	Not Reported for at least One Year	Not Reported for at least One Year	4.4%
El Paso	27.8%	Not Reported for at least One Year	- 2.0%
Fort Worth	29.2%	-1.8%	- 1.5%
Fresno	Not Reported for at least One Year	Not Reported for at least One Year	2.5%
Houston	27.7%	+ -7.1%	2.6%
Indianapolis	30.3%	+ -7.8%	2.3%
Jacksonville	- 35.2%	-0.4%	- 2.2%
Kansas City, MO	30.6%	+ -3.9%	2.5%
Las Vegas	Not Reported for at least One Year	Not Reported for at least One Year	2.2%
Long Beach	27.7%	1.5%	3.4%
Los Angeles	27.7%	1.5%	4.7%
Louisville	- 36.5%	6.6%	2.7%
Memphis	- 39.5%	6.0%	- 2.1%
Mesa	29.7%	- 10.9%	2.4%
Miami	30.7%	-1.3%	5.2%
Milwaukee	- 33.3%	- 17.5%	6.0%
Minneapolis	+ 24.8%	3.1%	+ 11.5%
Nashville	- 32.9%	+ -6.8%	2.3%
New York City	28.4%	-2.0%	+ 11.2%
Oakland	+ 25.5%	+ -5.4%	7.0%
Oklahoma City	31.8%	+ -5.5%	- 1.7%
Omaha	30.6%	- 9.6%	2.6%
Philadelphia	32.2%	7.0%	+ 10.3%
Phoenix	29.7%	- 10.9%	2.5%
Portland, OR	+ 27.1%	-3.0%	+ 12.5%
Raleigh	29.5%	- 12.4%	2.3%
Sacramento	30.8%	- 14.0%	5.2%
San Antonio	+ 27.4%	+ -20.2%	- 1.9%
San Diego	Not Reported for at least One Year	Not Reported for at least One Year	4.0%
San Francisco	+ 25.5%	+ -5.4%	+ 14.7%
San Jose	+ 21.9%	+ -19.7%	2.6%
Seattle	+ 27.0%	-2.6%	+ 13.8%
Tucson	Not Reported for at least One Year	Not Reported for at least One Year	6.2%
Tulsa	- 34.7%	0.2%	- 2.0%
Virginia Beach	32.4%	-3.1%	3.2%
Washington, DC	29.1%	3.4%	+ 17.6%
Wichita, KS	- 32.7%	4.9%	- 1.7%

Asthma & Biking & Walking to Work

FIGURE 3.5.5 - ASTHMA & BIKING & WALKING TO WORK

Legend: **Green** = 10 lowest values for asthma-related data, 10 highest values for commute-related data;
Red = 10 highest values for asthma-related data, 10 lowest values for commute-related data

COMMUNITY	% OF ADULTS WITH ASTHMA (2016) [57]	% CHANGE IN ADULTS WITH ASTHMA (2010-2016) [57]	% OF PPL WHO WALK OR BIKE TO WORK (2016) [58]
Albuquerque	- 17.8%	- 87.6%	3.4%
Arlington, TX	9.1%	+ -10.6%	- 1.9%
Atlanta	8.0%	+ -10.7%	5.5%
Austin	Not Reported for at least One Year	Not Reported for at least One Year	3.7%
Baltimore	- 10.3%	16.2%	+ 7.6%
Boston	- 10.6%	10.2%	+ 16.9%
Charlotte	+ 7.7%	- 28.7%	2.4%
Chicago	9.0%	0.7%	+ 8.3%
Cleveland	7.8%	+ -11.8%	6.0%
Colorado Springs	- 10.8%	19.1%	2.4%
Columbus, OH	9.2%	-9.0%	3.7%
Dallas	+ 6.4%	+ -24.0%	- 2.1%
Denver	8.3%	+ -15.8%	6.8%
Detroit	Not Reported for at least One Year	Not Reported for at least One Year	4.4%
El Paso	8.0%	- 37.6%	- 2.0%
Fort Worth	9.1%	+ -10.6%	- 1.5%
Fresno	Not Reported for at least One Year	Not Reported for at least One Year	2.5%
Houston	+ 6.8%	- 37.8%	2.6%
Indianapolis	9.8%	-6.6%	2.3%
Jacksonville	+ 7.3%	+ -27.4%	- 2.2%
Kansas City, MO	9.1%	-8.2%	2.5%
Las Vegas	Not Reported for at least One Year	Not Reported for at least One Year	2.2%
Long Beach	+ 6.5%	2.0%	3.4%
Los Angeles	+ 6.5%	2.0%	4.7%
Louisville	- 11.5%	17.7%	2.7%
Memphis	8.5%	- 33.1%	- 2.1%
Mesa	9.2%	-4.3%	2.4%
Miami	+ 5.2%	+ -32.7%	5.2%
Milwaukee	8.8%	-4.9%	6.0%
Minneapolis	+ 7.4%	-10.1%	+ 11.5%
Nashville	- 11.8%	- 111.3%	2.3%
New York City	8.5%	+ -14.4%	+ 11.2%
Oakland	- 10.3%	- 25.5%	7.0%
Oklahoma City	10.0%	12.1%	- 1.7%
Omaha	8.4%	6.6%	2.6%
Philadelphia	- 12.7%	17.8%	+ 10.3%
Phoenix	9.2%	-4.3%	2.5%
Portland, OR	9.1%	6.9%	+ 12.5%
Raleigh	9.4%	- 68.4%	2.3%
Sacramento	- 10.8%	- 25.3%	5.2%
San Antonio	+ 7.4%	20.5%	- 1.9%
San Diego	Not Reported for at least One Year	Not Reported for at least One Year	4.0%
San Francisco	- 10.3%	- 25.5%	+ 14.7%
San Jose	+ 6.6%	-6.3%	2.6%
Seattle	8.5%	-4.4%	+ 13.8%
Tucson	Not Reported for at least One Year	Not Reported for at least One Year	6.2%
Tulsa	9.5%	2.8%	- 2.0%
Virginia Beach	8.7%	10.0%	3.2%
Washington, DC	8.6%	+ -15.6%	+ 17.6%
Wichita, KS	10.1%	3.4%	- 1.7%

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54 See Footnote 11.

55 Centers for Disease Control and Prevention. *Behavioral Risk Factor Surveillance Survey data for Metropolitan Statistical Areas* (2011 and 2015). Available at https://chronicdata.cdc.gov/browse?category=Behavioral+Risk+Factors.

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58 See Footnote 11.

3.6 - CITIES:

BIKING & WALKING ROAD SAFETY

Progress on Pedestrian Safety in the 10 Cities with the Most Pedestrian Deaths (2007-2016)

FIGURE 3.6.1A - CITIES WITH MOST PEDESTRIAN DEATHS [59]

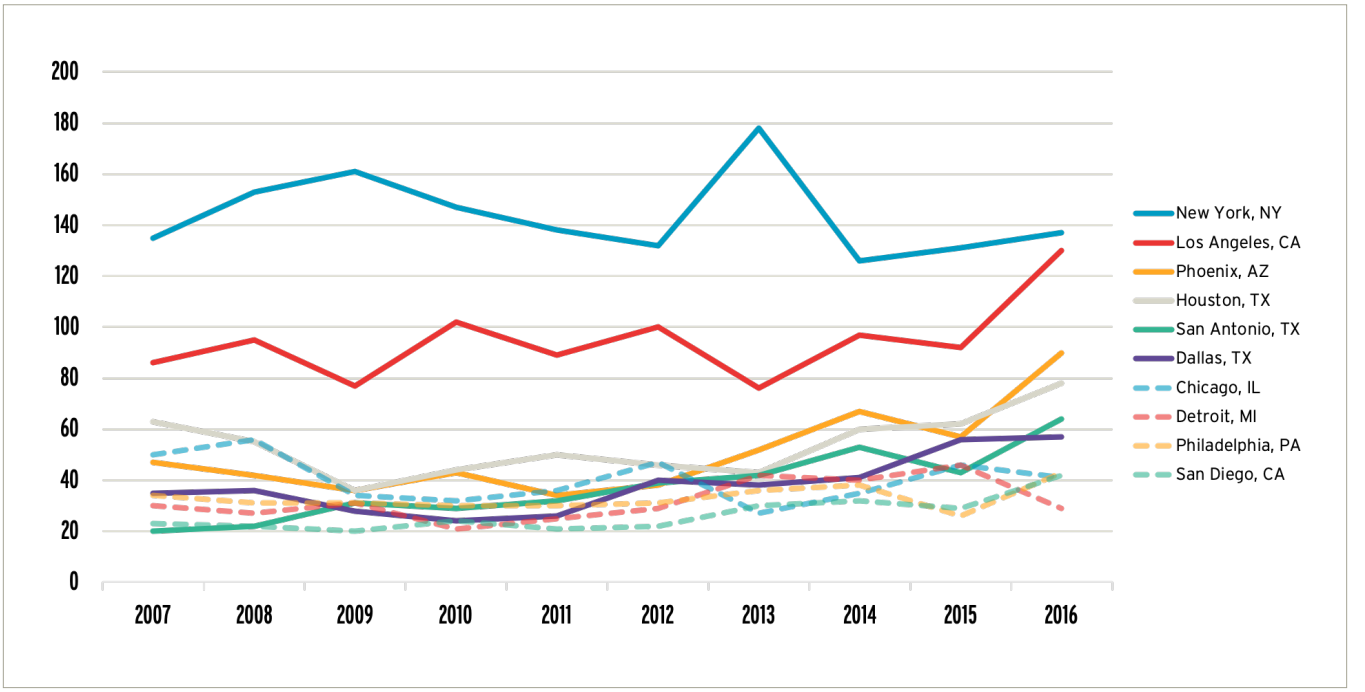


FIGURE 3.6.1B - CITIES WITH MOST PEDESTRIAN DEATHS, CHANGES OVER TIME (2007-2016) [60]

		% CHANGES BASED ON 5-YEAR AVERAGES (2007-2011 AND 2012-2016)		
COMMUNITY	TOTAL PEDESTRIAN FATALITIES	TOTAL PEDESTRIAN FATALITIES	RATE OF PEDESTRIAN FATALITIES PER 10K PEOPLE WHO WALK TO WORK	RATE OF PEDESTRIAN FATALITIES PER 100K RESIDENTS
New York, NY	1438	-4%	-8%	-8%
Los Angeles, CA	944	10%	8%	6%
Houston, TX	537	17%	9%	9%
Phoenix, AZ	506	50%	48%	41%
Chicago, IL	404	-6%	-18%	-6%
Dallas, TX	381	56%	32%	46%
San Antonio, TX	375	80%	103%	64%
Philadelphia, PA	330	12%	10%	8%
Detroit, MI	320	39%	14%	50%
San Diego, CA	265	41%	28%	33%

Parking protected bike lanes, photo courtesy of Cedar Rapids, IA

Pedestrian Fatalities: Total & Per Commuter

Forty percent of large cities had their highest number of pedestrian fatalities in the decade between 2007 and 2016 in 2016.

Most large cities saw the average number of pedestrian fatalities rise over the last decade (34 out of 50) and the rate of pedestrian fatalities per 10,000 people who walk to work rise over the last decade (31 out of 50). Worse pedestrian fatality statistics were also seen in the other cities reviewed for the Benchmarking Report, with 11 out of the 19 other cities reporting worse statistics over time.

FIGURE 3.6.2A - PEDESTRIAN FATALITIES: TOTAL & PER COMMUTER, LARGE CITIES [61]

Legend: **Red** = Cities where 2016 was highest value from 2007-2016; **Green** = Lowest value cities; **Orange** = Highest value cities

COMMUNITY	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	
Albuquerque	31	11	21.6	- 96%	21.2	- 42.7	- 101%
Arlington, TX	7	+ 4.4	+ 5.4	23%	13.5	16.9	25%
Atlanta	21	14	16.8	20%	16.1	16.8	4%
Austin	29	17	23.8	40%	17.7	20.5	16%
Baltimore	14	12.4	12.4	0%	7.2	6.8	-5%
Boston	13	+ 7.8	8	3%	+ 1.7	+ 1.6	-8%
Charlotte	22	15	16	7%	20.7	18.2	-12%
Chicago	41	- 41.6	- 39.2	+ -6%	+ 5.6	+ 4.6	-18%
Cleveland	1	+ 4.4	+ 3.8	+ -14%	6.6	+ 4.9	+ -27%
Colorado Springs	5	+ 1.8	+ 5.6	- 211%	+ 3.4	14.0	- 317%
Columbus, OH	1	12.8	+ 7.6	+ -41%	11.6	6.0	+ -48%
Dallas	57	- 29.8	- 46.4	- 56%	- 30.9	- 40.7	32%
Denver	19	11.4	15.4	35%	8.7	9.6	11%
Detroit	29	- 26.8	- 37.2	39%	- 40.8	- 46.6	14%
El Paso	23	12.6	16.4	30%	- 24.7	32.9	33%
Fort Worth	29	16	20.6	29%	- 43.0	- 44.4	3%
Fresno	6	10.2	9.8	-4%	- 26.8	- 33.9	26%
Houston	78	- 49.6	- 57.8	17%	23.5	25.7	9%
Indianapolis	20	13.6	20.8	- 53%	17.9	28.2	- 58%
Jacksonville	1	21.4	18.2	+ -15%	- 41.1	28.7	+ -30%
Kansas City, MO	7	10.8	8.8	+ -19%	23.6	17.7	+ -25%
Las Vegas	13	9	9.6	7%	18.9	19.6	4%
Long Beach	14	8.6	10.6	23%	13.5	20.0	- 48%
Los Angeles	130	- 89.8	- 99	10%	14.1	15.1	8%
Louisville	17	14.6	14.2	-3%	- 24.1	22.0	-9%
Memphis	28	13	22.4	- 72%	23.7	- 42.3	- 79%
Mesa	10	+ 4.8	+ 6.6	38%	14.8	20.6	39%
Miami	1	16	16.4	3%	23.8	19.6	-18%
Milwaukee	13	12	12.8	7%	9.7	9.7	1%
Minneapolis	8	+ 4.6	+ 4.6	0%	+ 3.6	+ 2.9	+ -20%
Nashville	16	10.8	13.2	22%	19.9	19.4	-3%
New York City	137	- 146.8	- 140.8	-4%	+ 3.9	+ 3.6	-8%
Oakland	9	+ 6.6	9.6	45%	8.4	12.1	44%
Oklahoma City	25	9.8	16.8	- 71%	- 24.4	- 39.0	- 60%
Omaha	4	+ 2.4	+ 5.4	- 125%	+ 4.2	10.5	- 150%
Philadelphia	43	- 31.2	- 34.8	12%	6.0	6.6	10%
Phoenix	90	- 40.4	- 60.8	- 50%	- 32.9	- 48.9	- 48%
Portland, OR	1	8.6	9	5%	+ 5.7	+ 4.6	+ -19%
Raleigh	7	8.2	+ 7.4	+ -10%	17.4	17.8	2%
Sacramento	15	11.4	11.4	0%	18.6	17.8	-4%
San Antonio	64	- 26.8	- 48.2	- 80%	21.4	- 43.6	- 103%
San Diego	42	- 22	- 31	41%	11.6	14.7	28%
San Francisco	14	18.6	17.8	+ -4%	+ 4.3	+ 3.5	+ -19%
San Jose	21	13.2	19.4	- 47%	15.3	24.1	- 58%
Seattle	6	8.2	+ 7.6	+ -7%	+ 2.7	+ 1.9	+ -28%
Tucson	16	13.2	14.4	9%	16.1	18.9	17%
Tulsa	15	10	12	20%	- 25.9	- 37.5	45%
Virginia Beach	2	+ 4	+ 3	+ -25%	7.5	+ 4.9	+ -35%
Washington, DC	8	12.6	9.2	+ -27%	+ 3.5	+ 2.0	+ -43%
Wichita, KS	6	+ 4	+ 4.4	10%	16.4	17.9	9%

FIGURE 3.6.2B - PEDESTRIAN FATALITIES: TOTAL & PER COMMUTER, SMALL OR MID-SIZED CITIES [62]

Legend: **Red** = Cities where 2016 was highest value from 2007-2016; **Green** = Lowest value cities; **Orange** = Highest value cities

COMMUNITY	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	
Albany	3	1	2.2	- 120%	+ 2.2	4.4	- 100%
Anchorage	8	4.4	- 7.4	- 68%	11.0	- 14.4	30%
Baton Rouge	12	- 5.6	- 10	- 79%	- 14.4	- 29.0	- 101%
Bellingham	0	+ 0.2	+ 0.6	- 200%	+ 0.6	+ 1.7	- 187%
Boulder	3	1.2	0.8	+ -33%	2.6	+ 1.2	+ -53%
Burlington	5	+ 0	+ 0.2	na	+ 0.0	+ 0.4	na
Charleston	2	- 6.2	4.2	+ -32%	- 21.3	10.2	+ -52%
Chattanooga	1	4	3.2	+ -20%	- 18.0	- 14.3	+ -21%
Davis	0	+ 0.2	+ 0.4	- 100%	+ 1.8	2.8	- 50%
Eugene	2	2	1.6	+ -20%	4.4	2.9	+ -34%
Fort Collins	2	+ 0.6	+ 0.8	33%	2.4	2.5	7%
Honolulu	7	- 9.4	- 8.2	-13%	6.1	5.6	-8%
Madison	5	3	3	0%	2.5	+ 2.2	-10%
Missoula	0	+ 0.4	+ 0.6	50%	+ 1.9	+ 2.4	23%
New Orleans	14	- 9.8	- 13.6	39%	- 12.6	- 16.8	- 33%
Pittsburgh	6	5.4	4.6	-15%	3.4	2.8	-17%
Salt Lake City	5	4.2	5.4	29%	8.0	10.2	28%
Spokane	3	3.2	2.6	+ -19%	10.1	7.7	+ -24%
St. Louis	18	- 11.8	- 13.4	14%	- 19.6	- 21.2	8%

New Foster Avenue with path, photo courtesy of Arcata, CA

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

COMMUNITY	PEDESTRIAN FATALITIES AS A % OF ALL TRAFFIC FATALITIES		CHANGE IN PEDESTRIAN FATALITIES AS A % OF ALL TRAFFIC FATALITIES	PEDESTRIAN FATALITIES PER 100K RESIDENTS
	AVG. 2007-11	AVG. 2012-16		2012-2016
Albuquerque	25%	- 36%	- 47%	- 3.9
Arlington, TX	+ 16%	21%	32%	1.4
Atlanta	27%	32%	20%	- 3.7
Austin	29%	31%	5%	2.6
Baltimore	- 31%	- 37%	18%	2.0
Boston	- 36%	33%	-8%	+ 1.2
Charlotte	25%	23%	-8%	2.0
Chicago	27%	31%	14%	1.4
Cleveland	+ 13%	+ 13%	-2%	+ 1.0
Colorado Springs	+ 8%	+ 19%	- 128%	+ 1.2
Columbus, OH	23%	+ 15%	+ -34%	+ 0.9
Dallas	23%	30%	28%	- 3.6
Denver	29%	34%	17%	2.3
Detroit	27%	31%	17%	- 5.4
El Paso	23%	30%	28%	2.4
Fort Worth	24%	28%	17%	2.5
Fresno	30%	- 45%	- 51%	1.9
Houston	23%	27%	19%	2.6
Indianapolis	18%	24%	34%	2.5
Jacksonville	19%	+ 15%	+ -22%	2.1
Kansas City, MO	18%	+ 16%	-8%	1.9
Las Vegas	26%	+ 19%	+ -24%	1.6
Long Beach	28%	34%	20%	2.3
Los Angeles	- 36%	- 39%	9%	2.5
Louisville	22%	+ 19%	+ -14%	2.3
Memphis	+ 15%	23%	- 60%	- 3.4
Mesa	+ 15%	+ 19%	28%	1.4
Miami	- 36%	33%	-7%	- 3.8
Milwaukee	31%	26%	+ -16%	2.1
Minneapolis	21%	34%	- 60%	+ 1.1
Nashville	+ 16%	22%	- 34%	2.1
New York City	- 53%	- 55%	2%	1.7
Oakland	22%	- 35%	- 54%	2.3
Oklahoma City	+ 14%	23%	- 68%	2.7
Omaha	+ 12%	+ 18%	- 52%	+ 1.2
Philadelphia	- 32%	- 36%	12%	2.2
Phoenix	26%	33%	27%	- 3.9
Portland, OR	30%	27%	+ -10%	1.5
Raleigh	28%	21%	+ -24%	1.7
Sacramento	29%	27%	-8%	2.4
San Antonio	22%	30%	- 35%	- 3.3
San Diego	28%	- 36%	30%	2.3
San Francisco	- 49%	- 55%	12%	2.1
San Jose	- 31%	34%	10%	1.9
Seattle	- 34%	30%	+ -14%	+ 1.1
Tucson	24%	26%	9%	- 2.7
Tulsa	20%	25%	22%	- 3.0
Virginia Beach	+ 16%	+ 14%	+ -10%	+ 0.7
Washington, DC	- 40%	- 43%	7%	1.4
Wichita, KS	+ 15%	+ 13%	-8%	+ 1.1

FIGURE 3.6.3A - PEDESTRIAN FATALITIES: AS A PERCENT OF ALL TRAFFIC FATALITIES & PER CAPITA, LARGE CITIES [63]

Legend:

Green = Lowest value cities;

Red = Highest value cities

FIGURE 3.6.3B - PEDESTRIAN FATALITIES: AS A PERCENT OF ALL TRAFFIC FATALITIES & PER CAPITA, SMALL OR MID-SIZED CITIES [64]

Legend: **Green** = Lowest value cities; **Red** = Highest value cities

COMMUNITY	PEDESTRIAN FATALITIES AS A % OF ALL TRAFFIC FATALITIES		CHANGE IN PEDESTRIAN FATALITIES AS A % OF ALL TRAFFIC FATALITIES	PEDESTRIAN FATALITIES PER 100K RESIDENTS
	AVG. 2007-11	AVG. 2012-16		2012-2016
Albany	21%	- 38%	- 82%	2.2
Anchorage	27%	- 41%	- 50%	2.5
Baton Rouge	+ 19%	26%	- 38%	- 4.4
Bellingham	25%	30%	20%	+ 0.7
Boulder	- 43%	36%	+ -15%	+ 0.8
Burlington	+ 0%	- 50%	na	+ 0.5
Charleston	26%	+ 22%	+ -14%	- 3.2
Chattanooga	+ 16%	+ 12%	+ -29%	1.8
Davis	- 33%	+ 22%	+ -33%	+ 0.6
Eugene	- 30%	33%	10%	1.0
Fort Collins	+ 12%	+ 16%	33%	+ 0.5
Honolulu	- 46%	- 40%	-12%	2.3
Madison	25%	- 37%	- 46%	1.2
Missoula	+ 20%	27%	36%	0.9
New Orleans	27%	29%	8%	- 3.6
Pittsburgh	30%	26%	+ -14%	1.5
Salt Lake City	21%	34%	- 59%	- 2.8
Spokane	- 31%	26%	+ -17%	1.2
St. Louis	26%	29%	13%	- 4.2

Nationally, bicyclist and pedestrian fatalities combined make up approximately 15% of all traffic fatalities. In the cities reviewed for the Benchmarking Report, almost all cities had more than 15% of traffic fatalities attributable to pedestrian fatalities (44 out of 50 large cities and 17 out of 19 other cities). The percentage of traffic fatalities comprised of pedestrian fatalities increased in most cities reviewed for the Benchmarking Report (34 out of 50 large cities and 12 out of 19 other cities).

Harbor Gateway Bike Path, photo courtesy of Redondo Beach, CA

Progress on Bicyclist Safety in the 10 Cities with the Most Bicyclist Deaths (2007-2016)

FIGURE 3.6.4A - CITIES WITH MOST BICYCLIST DEATHS [65]

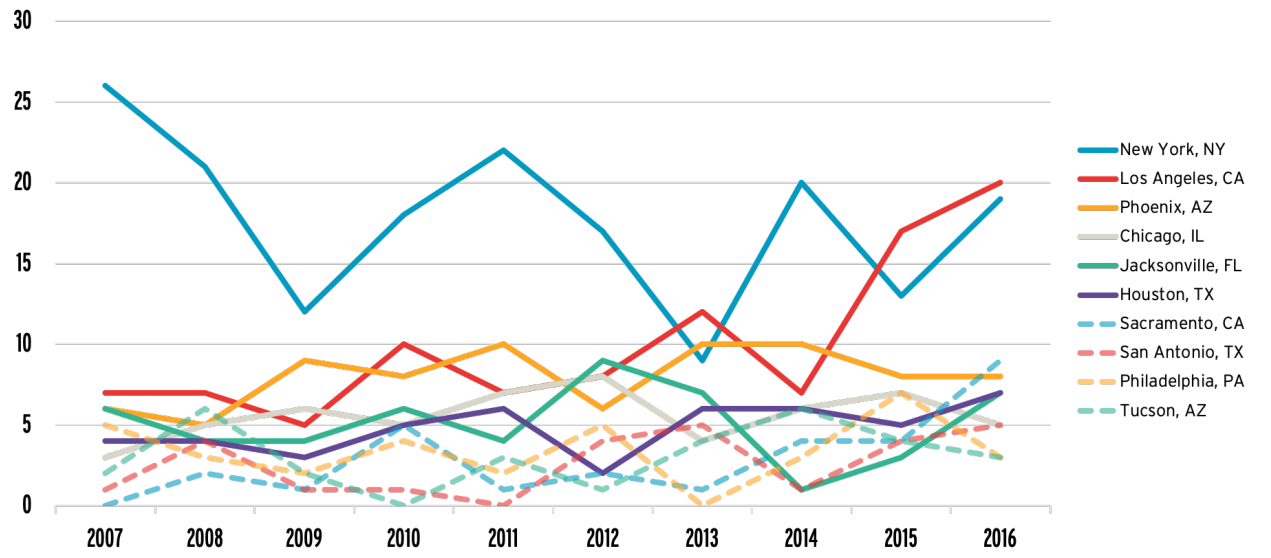


FIGURE 3.6.4B - CITIES WITH MOST BICYCLIST DEATHS, CHANGES OVER TIME (2007-2016) [66]

		% CHANGES BASED ON 5-YEAR AVERAGES (2007-2011 & 2012-2016)		
COMMUNITY	TOTAL BICYCLIST FATALITIES	TOTAL BICYCLIST FATALITIES	RATE OF BICYCLIST FATALITIES PER 10K PPL WHO BIKE TO WORK	RATE OF BICYCLIST FATALITIES PER 100K RESIDENTS
New York, NY	177	-21.2%	-53.0%	-24%
Los Angeles, CA	100	77.8%	29.8%	72%
Phoenix, AZ	80	10.5%	-3.4%	3%
Chicago, IL	56	15.4%	-17.7%	15%
Jacksonville, FL	51	12.5%	-21.6%	7%
Houston, TX	48	18.2%	-18.1%	10%
Philadelphia, PA	34	12.5%	-13.2%	9%
Tucson, AZ	31	38.5%	9.4%	37%
Sacramento, CA	29	122.2%	130.5%	113%
San Antonio, TX	26	171.4%	92.1%	148%

Bicyclist Fatalities: Total & Per Commuter

FIGURE 3.6.5A - BICYCLIST FATALITIES: TOTAL & PER COMMUTER, LARGE CITIES [67]

Legend: **Red** = Cities where 2016 was highest value from 2007-2016; **Green** = Lowest value cities; **Orange** = Highest value cities

COMMUNITY	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	
Albuquerque	1	2.2	2.2	0%	6.9	5.8	-16%
Arlington, TX	1	+ 0.6	0.8	33%	- 19.2	- 17.0	-12%
Atlanta	1	+ 0.6	+ 0.6	0%	3.7	3.3	-12%
Austin	2	1.2	1.6	33%	+ 2.2	+ 2.3	2%
Baltimore	1	0.8	1	25%	4.3	4.4	2%
Boston	0	1.4	2	43%	+ 3.0	2.8	-7%
Charlotte	1	1.6	1.4	-13%	- 28.7	- 15.0	+ -48%
Chicago	5	- 5.2	- 6	15%	3.5	2.9	-18%
Cleveland	0	0.8	+ 0.2	+ -75%	8.9	2.1	+ -77%
Colorado Springs	0	1	+ 0.4	+ -60%	9.2	3.2	+ -65%
Columbus, OH	1	2	2.6	30%	7.5	8.2	11%
Dallas	0	1.4	1.2	-14%	- 16.5	9.0	-46%
Denver	4	1.6	2.2	38%	+ 2.5	+ 2.7	7%
Detroit	4	1.8	3.2	- 78%	- 29.4	- 20.2	-31%
El Paso	0	+ 0.4	+ 0.2	+ -50%	10.1	3.2	+ -69%
Fort Worth	1	1.2	1.2	0%	- 27.1	- 15.3	-43%
Fresno	0	- 2.8	2	+ -29%	- 20.8	9.5	+ -55%
Houston	7	- 4.4	- 5.2	18%	10.9	9.0	-18%
Indianapolis	6	1.8	2.2	22%	12.6	11.2	-11%
Jacksonville	7	- 4.8	- 5.4	13%	- 30.7	- 24.1	-22%
Kansas City, MO	2	+ 0.6	1.2	- 100%	10.4	- 15.8	- 52%
Las Vegas	2	1.6	1.2	+ -25%	13.6	10.8	-21%
Long Beach	0	2	+ 0.6	+ -70%	8.3	2.9	+ -65%
Los Angeles	20	- 7.2	- 12.8	78%	4.6	5.9	30%
Louisville	2	1.6	1.4	-13%	- 14.4	12.2	-16%
Memphis	2	1.4	1.2	-14%	- 24.9	- 17.6	-29%
Mesa	3	2.2	2	-9%	10.9	11.0	0%
Miami	4	1	2.6	- 160%	9.7	12.9	- 33%
Milwaukee	1	+ 0.4	0.8	- 100%	+ 2.0	3.2	- 56%
Minneapolis	1	1.8	1.2	+ -33%	+ 2.3	+ 1.3	+ -46%
Nashville	1	+ 0.6	+ 0.4	+ -33%	6.0	5.3	-11%
New York City	19	- 19.8	- 15.6	-21%	7.6	3.5	+ -53%
Oakland	1	1.4	1.6	14%	3.6	+ 2.6	-27%
Oklahoma City	2	+ 0.6	2	- 233%	13.2	- 34.3	- 159%
Omaha	0	+ 0.4	+ 0	+ -100%	11.5	+ 0.0	+ -100%
Philadelphia	3	- 3.2	- 3.6	13%	+ 3.1	+ 2.7	-13%
Phoenix	8	- 7.6	- 8.4	11%	- 17.7	- 17.1	-3%
Portland, OR	5	2	2	0%	+ 1.2	+ 0.9	-19%
Raleigh	1	1	1	0%	11.2	7.9	-30%
Sacramento	9	1.8	- 4	- 122%	3.9	9.0	- 130%
San Antonio	5	1.4	- 3.8	- 171%	14.0	- 26.8	- 92%
San Diego	1	- 3.4	2.8	-18%	5.9	4.2	-29%
San Francisco	1	1.8	2.2	22%	+ 1.3	+ 1.1	-17%
San Jose	3	1.4	3.2	- 129%	3.7	7.1	- 91%
Seattle	1	1.8	1.4	+ -22%	+ 1.7	+ 1.0	-45%
Tucson	3	- 2.6	- 3.6	38%	4.9	5.4	9%
Tulsa	0	+ 0.4	+ 0.6	50%	6.2	11.2	- 81%
Virginia Beach	2	+ 0.6	1.2	- 100%	4.3	9.5	- 119%
Washington, DC	1	1	0.8	-20%	+ 1.3	+ 0.5	+ -59%
Wichita, KS	0	+ 0.2	+ 0.6	- 200%	4.5	10.9	- 145%

FIGURE 3.6.5B - BICYCLIST FATALITIES: TOTAL AND PER COMMUTER, SMALL OR MID-SIZED CITIES [68]

Legend: **Red** = Cities where 2016 was highest value from 2007-2016; **Green** = Lowest value cities; **Orange** = Highest value cities

COMMUNITY	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	
Albany	0	0.4	0.2	+ -50%	9.3	4.8	+ -49%
Anchorage	0	0.8	0.6	-25%	4.9	3.1	-37%
Baton Rouge	2	- 1.2	- 2.4	- 100%	- 19.3	- 39.4	- 104%
Bellingham	1	+ 0	0.2	na	+ 0.0	1.4	na
Boulder	1	0.4	0.2	+ -50%	0.8	0.3	+ -56%
Burlington	0	+ 0	+ 0	na	+ 0.0	0.0	na
Charleston	1	- 1.4	- 1.2	-14%	- 13.3	5.6	+ -58%
Chattanooga	1	0.6	0.6	0%	- 20.3	- 15.0	-26%
Davis	0	+ 0	+ 0	na	+ 0.0	+ 0.0	na
Eugene	0	- 1	0.2	+ -80%	1.6	0.4	+ -78%
Fort Collins	0	0.6	0.4	+ -33%	1.2	0.7	-41%
Honolulu	0	0.6	0.4	+ -33%	2.3	1.1	+ -52%
Madison	0	0.2	- 1	- 400%	0.3	1.4	- 335%
Missoula	0	+ 0	+ 0	na	+ 0.0	+ 0.0	na
New Orleans	5	- 1.6	- 3.4	- 113%	6.1	6.4	4%
Pittsburgh	0	0.2	0.4	- 100%	1.1	1.4	26%
Salt Lake City	0	0.8	0.6	-25%	3.7	2.2	-40%
Spokane	2	0.8	+ 1	25%	7.0	- 14.2	- 102%
St. Louis	1	0.4	0.8	+ 100%	4.0	6.3	57%

Bicyclist fatality data in the cities reviewed for the Benchmarking Report looks better than pedestrian fatality data. While most large cities (27 out of 50) had an increase in the average number of bicyclist fatalities between 2007-2011 and 2012-2016, the rate of bicyclist fatalities per 10k people who bike to work fell in most large cities (33 out of 50).

Cycletrack, photo courtesy of Lincoln, NE

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

COMMUNITY	BICYCLIST FATALITIES AS A % OF ALL TRAFFIC FATALITIES		CHANGE IN BICYCLIST FATALITIES AS A % OF ALL TRAFFIC FATALITIES	BICYCLIST FATALITIES PER 100K RESIDENTS
	AVG. 2007-11	AVG. 2012-16		2012-2016
Albuquerque	- 4.9%	3.7%	+ -25%	- 0.4
Arlington, TX	2.1%	3.1%	44%	0.2
Atlanta	+ 1.2%	+ 1.2%	0%	+ 0.1
Austin	2.1%	2.1%	0%	0.2
Baltimore	2.0%	3.0%	48%	0.2
Boston	- 6.4%	- 8.2%	28%	0.3
Charlotte	2.7%	2.0%	-25%	0.2
Chicago	3.4%	4.7%	39%	0.2
Cleveland	2.3%	+ 0.7%	+ -72%	+ 0.1
Colorado Springs	4.7%	+ 1.4%	+ -71%	+ 0.1
Columbus, OH	3.6%	5.2%	45%	0.3
Dallas	+ 1.1%	+ 0.8%	+ -30%	+ 0.1
Denver	4.1%	4.9%	19%	0.3
Detroit	1.8%	2.7%	50%	- 0.5
El Paso	+ 0.7%	+ 0.4%	+ -51%	+ 0.0
Fort Worth	1.8%	1.6%	-9%	0.1
Fresno	- 8.2%	- 9.2%	12%	- 0.4
Houston	2.0%	2.4%	21%	0.2
Indianapolis	2.4%	2.6%	7%	0.3
Jacksonville	4.2%	4.4%	4%	- 0.6
Kansas City, MO	+ 1.0%	2.2%	- 127%	0.3
Las Vegas	4.5%	2.4%	+ -47%	0.2
Long Beach	- 6.5%	1.9%	+ -71%	+ 0.1
Los Angeles	2.9%	5.0%	- 75%	0.3
Louisville	2.4%	1.9%	-23%	0.2
Memphis	1.6%	+ 1.3%	-20%	0.2
Mesa	- 6.9%	- 5.8%	-15%	- 0.4
Miami	2.2%	5.3%	- 136%	- 0.6
Milwaukee	+ 1.0%	+ 1.6%	- 57%	+ 0.1
Minneapolis	- 8.4%	- 9.0%	6%	0.3
Nashville	+ 0.9%	+ 0.7%	+ -27%	+ 0.1
New York City	- 7.2%	- 6.1%	-16%	0.2
Oakland	4.8%	- 5.8%	21%	- 0.4
Oklahoma City	+ 0.8%	2.7%	- 226%	0.3
Omaha	1.9%	+ 0.0%	+ -100%	+ 0.0
Philadelphia	3.3%	3.7%	13%	0.2
Phoenix	- 4.9%	4.6%	-7%	- 0.5
Portland, OR	- 7.0%	- 6.0%	-14%	0.3
Raleigh	3.4%	2.8%	-16%	0.2
Sacramento	4.6%	- 9.4%	- 105%	- 0.8
San Antonio	+ 1.2%	2.4%	- 104%	0.3
San Diego	4.3%	3.3%	-24%	0.2
San Francisco	4.8%	- 6.8%	43%	0.3
San Jose	3.3%	5.7%	- 71%	0.3
Seattle	- 7.6%	5.5%	+ -28%	0.2
Tucson	4.7%	- 6.5%	38%	- 0.7
Tulsa	+ 0.8%	+ 1.2%	52%	0.2
Virginia Beach	2.4%	5.7%	- 140%	0.3
Washington, DC	3.2%	3.7%	17%	+ 0.1
Wichita, KS	+ 0.7%	1.8%	- 152%	0.2

FIGURE 3.6.6A - BICYCLIST FATALITIES: AS A PERCENT OF ALL TRAFFIC FATALITIES & PER CAPITA, LARGE CITIES [69]

Legend:
Red = Highest value cities;
Green = Lowest value cities

FIGURE 3.6.6B - BICYCLIST FATALITIES: AS A PERCENT OF ALL TRAFFIC FATALITIES & PER CAPITA, SMALL OR MID-SIZED CITIES [70]

Legend: Red = Highest value cities; **Green** = Lowest value cities

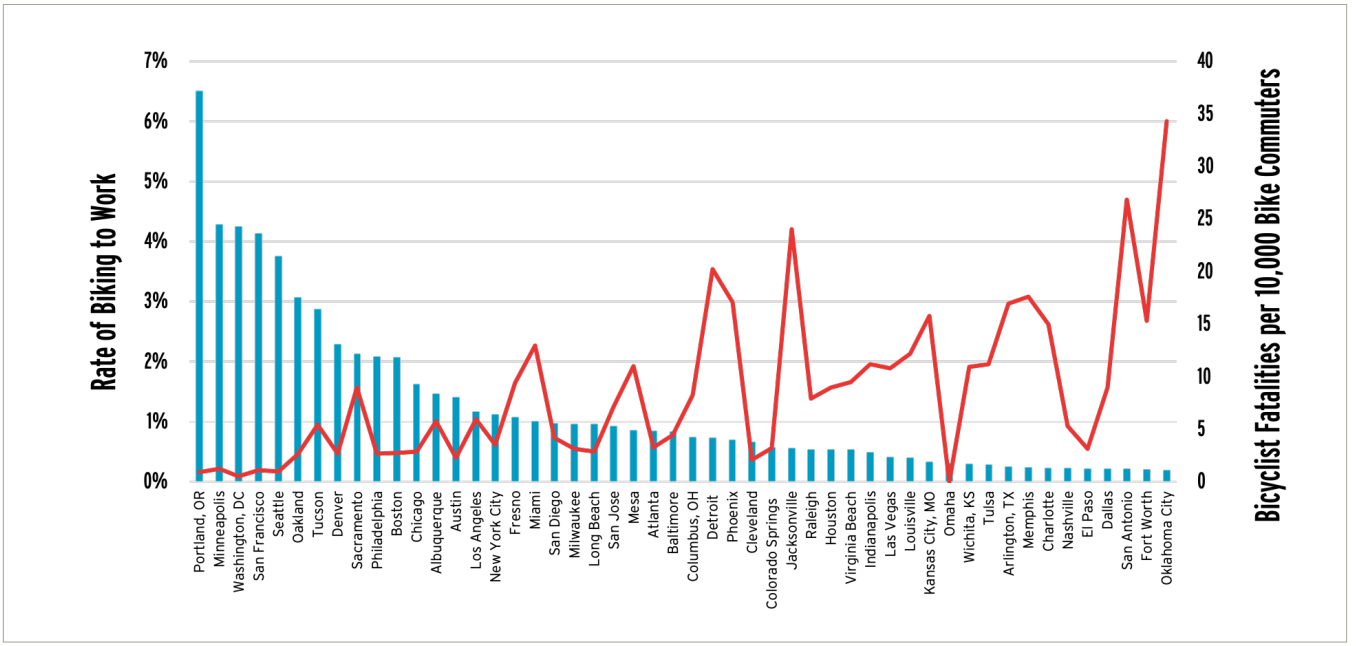
COMMUNITY	BICYCLIST FATALITIES AS A % OF ALL TRAFFIC FATALITIES		CHANGE IN BICYCLIST FATALITIES AS A % OF ALL TRAFFIC FATALITIES	BICYCLIST FATALITIES PER 100K RESIDENTS
	AVG. 2007-11	AVG. 2012-16		2012-2016
Albany	- 8.3%	3.4%	+ -59%	0.2
Anchorage	4.9%	3.3%	+ -33%	0.2
Baton Rouge	4.1%	6.3%	55%	- 1.0
Bellingham	+ 0.0%	- 10.0%	na	0.2
Boulder	- 14.3%	- 9.1%	+ -36%	0.2
Burlington	+ 0.0%	+ 0.0%	na	+ 0.0
Charleston	5.8%	6.3%	8%	- 0.9
Chattanooga	2.4%	2.2%	-11%	0.3
Davis	+ 0.0%	+ 0.0%	na	+ 0.0
Eugene	- 15.2%	4.2%	+ -73%	0.1
Fort Collins	- 12.0%	- 8.0%	+ -33%	0.3
Honolulu	2.9%	2.0%	+ -33%	0.1
Madison	1.7%	- 12.2%	- 632%	0.4
Missoula	+ 0.0%	+ 0.0%	na	+ 0.0
New Orleans	4.3%	7.2%	65%	- 0.9
Pittsburgh	1.1%	2.2%	- 102%	0.1
Salt Lake City	4.1%	3.8%	-7%	0.3
Spokane	- 7.8%	- 10.0%	28%	0.5
St. Louis	0.9%	1.7%	- 99%	0.3

Bicyclist fatalities as a percentage of all traffic fatalities can be a statistic that says as much about the mix of traffic types in a city as it does about bicyclist safety. For example, Minneapolis has one of the five highest shares of bicyclist fatalities as a percentage of all traffic fatalities, but also has one of the ten best rates of bicyclist fatalities per 10k people who bike to work. Taken together, this data suggests that Minneapolis is a safer city for all road users, with a relatively safe bicyclist population that also should be a safety priority given its share of traffic fatalities. In other cities, such as Oklahoma City, wide variations in data are likely related to a relatively small population of people who bike and the lower percentage of traffic fatalities comprised of bicyclists may reflect that many people do not feel safe while bicycling.

Note regarding "Safety in Numbers" on the following page: The evidence-base for the effect of "Safety in Numbers" is discussed in Chapter III: Make Your Case Section II: Safe Transportation. While the relationship between the number of people biking or walking and their relative safety has been established by research, there is ongoing work about the "dosage" necessary to gain a benefit from safety in numbers and how varying "dosages" may impact safety. The figures on the next page should not be interpreted to suggest specific relationships between rates of bicycling or walking to work and safety, but generally show the relationship between the two statistics.

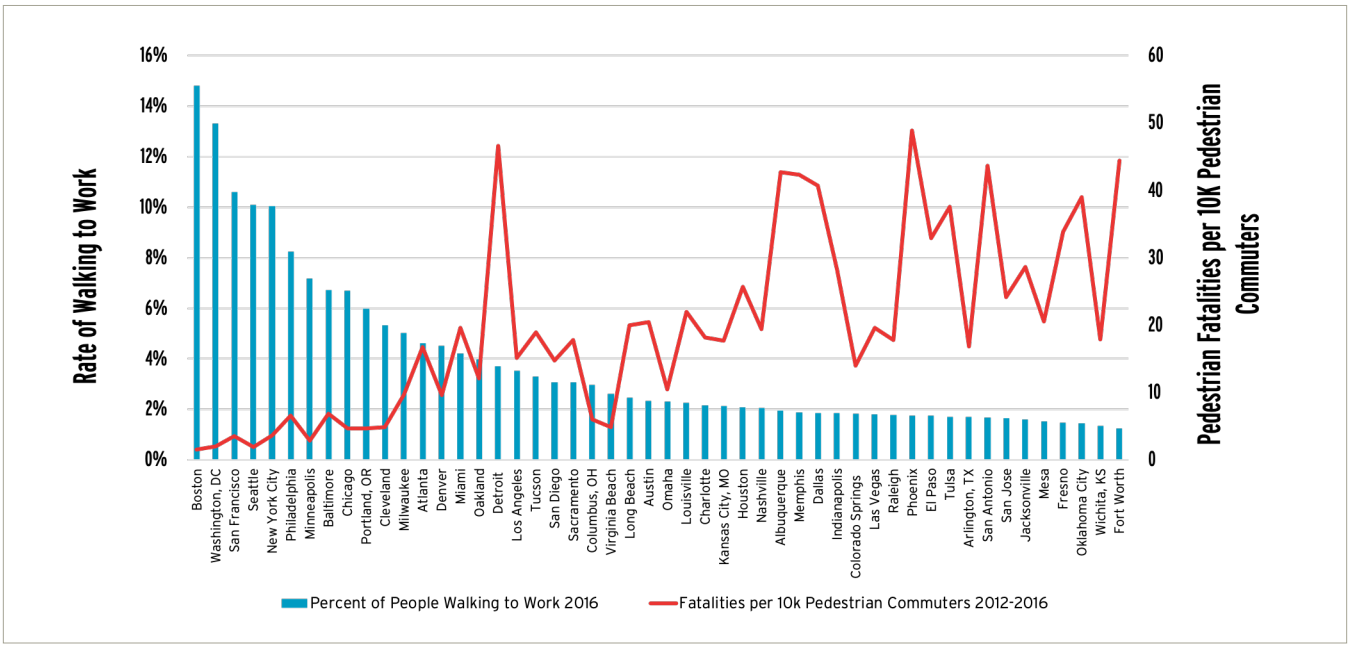
Safety in Numbers: Biking

FIGURE 3.6.7 - SAFETY IN NUMBERS: BIKING [71]



Safety in Numbers: Walking

FIGURE 3.6.8 - SAFETY IN NUMBERS: WALKING [72]



Bike lane with bus, photo courtesy of Reston, VA

Topic References

59 National Highway Traffic Administration (NHTSA). *Query of Fatality Analysis Reporting System (FARS) database for City and Person Type (2007-2016)*. Available at https://www-fars.nhtsa.dot.gov//QueryTool/QuerySection/SelectYear.aspx

60 National Highway Traffic Administration (NHTSA). *Query of Fatality Analysis Reporting System (FARS) database for City and Person Type (2007-2016)*. Available at https://www-fars.nhtsa.dot.gov//QueryTool/QuerySection/SelectYear.aspx and *American Community Survey* Tables B08006 and B01003 5-year estimates (2011 and 2016).

61 National Highway Traffic Administration (NHTSA). *Query of Fatality Analysis Reporting System (FARS) database for City and Person Type (2007-2016)*. Available at https://www-fars.nhtsa.dot.gov//QueryTool/QuerySection/SelectYear.aspx and U.S. Census Bureau. *American Community Survey* Table B08006 5-year estimate (2011 and 2016).

62 See footnote 61.

63 National Highway Traffic Administration (NHTSA). *Query of Fatality Analysis Reporting System (FARS) database for City and Person Type (2007-2016)*. Available at https://www-fars.nhtsa.dot.gov//QueryTool/QuerySection/SelectYear.aspx and U.S. Census Bureau. *American Community Survey* Table B01003 5-year estimate (2016).

64 See footnote 63.

65 See footnote 59.

66 See footnote 60.

67 See footnote 61.

68 See footnote 61.

69 See footnote 63.

70 See footnote 63.

71 See footnote 12.

72 See footnote 12.

3.7 - CITIES: PLANS & POLICIES

This section – Cities: Plans and Policies – looks at public policies created by cities and published through a formal process. These plans and policies provide a basis for coordination between a city and other entities so that all stakeholders involved in transportation decision making have a common understanding of the goals of the city for bicycling and walking.

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

- **BICYCLE AND/OR PEDESTRIAN PLANS:** These plans can serve a variety of purposes and be developed in a variety of ways. Common purposes for bicycle and/or pedestrian plans include reviewing relevant city policies, developing project prioritization processes, and coordinating policies and funding decisions with 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 city's Department of Transportation or equivalent agency, and design guidance that gives planners and engineers the tools to put a policy into practice.
- **PARTICIPATION IN VISION ZERO EFFORTS:** The Vision Zero Network and the Road to Zero Coalition both pursue the goal of ending traffic fatalities. A discussion of both groups can be found in Chapter III: Make Your Case: Section II: Safe Transportation.

Kid with tube, photo courtesy of Bike Bakersfield

City Plans Supporting Improvements for Pedestrians & Bicyclists

FIGURE 3.7.1A - CITY PLANS SUPPORTING IMPROVEMENTS FOR PEDESTRIANS & BICYCLISTS, LARGE CITIES [73]

COMMUNITY	BIKE MASTER PLAN	PEDESTRIAN MASTER PLAN	COMBINED BIKE & PEDESTRIAN MASTER PLAN	YEAR OF MOST RECENT BIKE PLAN ADOPTED	YEAR OF MOST RECENT PEDESTRIAN PLAN ADOPTED
Albuquerque	•		•	2015	2012
Arlington, TX			•	2011	2011
Atlanta			•	2008	
Austin	•	•		2014	2018
Baltimore	•		•	2015	2012
Boston	•	•		2013	2010
Charlotte	•	•		2017	2017
Chicago	•	•		2015	2012
Cleveland	•			2007	
Colorado Springs	Plan is currently under development		•	Plan is currently under development	2015
Columbus, OH	•		•	2008 (Update in progress)	2015
Dallas	•	•		2011	2016
Denver	•			2016	
Detroit			•	2014	2014
El Paso	•			2016	
Fort Worth	•	•		2009	2014
Fresno			•	2016	2016
Houston	•		•	2017	2015
Indianapolis	•	•		2012	2016
Jacksonville	•			2017	
Kansas City, MO	Yes (being updated)	Under development		Under development	Under development
Las Vegas			•	2017	2017
Long Beach	•	•		2017	2016
Los Angeles	•		•	2010	2016
Louisville	•			2010	
Memphis			•	2014	2014
Mesa	•			2012	
Miami	•		•	2009	2014
Milwaukee	•	Under development		2010	Under development
Minneapolis	•	•		2015	2009
Nashville			•	2015	2015
New York City	•	•		1997 (but updates are ongoing)	Ongoing
Oakland	•	•		2007 (update in progress)	2017
Oklahoma City			Under development	Under development	Under development
Omaha	•		•	2016	2015
Philadelphia			•	2012	2012
Phoenix	•	•		2014	2017
Portland, OR	•	Yes (being updated)		2010	1998
Raleigh	•	•		2016	2013
Sacramento	•		•	2016	2006
San Antonio	•			2011	
San Diego	•			2013	
San Francisco	•	•		2009	2013 (ongoing)
San Jose	•	•		2009	2008
Seattle	•	•		2014	2017
Tucson	•	•		2009	2014
Tulsa			•	2015	2015
Virginia Beach	•		•	2011	2017
Washington, DC	•			2014	
Wichita, KS	•			2013	

FIGURE 3.7.1B - CITY PLANS SUPPORTING IMPROVEMENTS FOR PEDESTRIANS & BICYCLISTS, SMALL OR MID-SIZED CITIES [74]

COMMUNITY	BIKE MASTER PLAN	PEDESTRIAN MASTER PLAN	COMBINED BIKE & PEDESTRIAN MASTER PLAN	YEAR OF MOST RECENT BIKE PLAN ADOPTED	YEAR OF MOST RECENT PEDESTRIAN PLAN ADOPTED
Albany	•			2009	
Anchorage	•	•		2010	2007
Baton Rouge			•	2009	2009
Bellingham	•	•		2014	2012
Boulder			•	2014	Update in progress
Burlington			•	2017	
Charleston			•	2011	2011
Chattanooga	•		•	Update in progress	2010
Davis	•			2014	
Eugene			•	2012	2012
Fort Collins	•	•		2014	2011
Honolulu	Yes (being updated)	In progress		2012	
Madison			•	2017	2017
Missoula	Plan is currently under development		•	Plan is currently under development	2011
New Orleans	•	•		2006	2006
Pittsburgh	•			1999	
Salt Lake City			•	2015	2015
Spokane	•	•	•	2015	2015
St. Louis			•	2013	2013

Over time. Bicycle and/or pedestrian plans have become ubiquitous at the city-level. Most cities, whether large cities or other cities reviewed for the Benchmarking Report have adopted a bicycle and/or pedestrian plan with the last ten years. In the 50 largest cities, 84% of cities have a bicycle plan that has been adopted in the last ten years. Slightly fewer, 62% have a pedestrian plan adopted in the last ten years.

Bicyclists signaling, photo courtesy of Jax Bicycle Center Irvine, CA

In the other cities reviewed for the Benchmarking Report, bicycle plans are also slightly more prevalent and more likely to be updated within the last ten years. Two cities are notable, Missoula, Montana has reported it is developing a bicycle plan, but did not report one yet adopted and Pittsburgh has the oldest adopted, but not updated, bicycle plan – from 1999. This stands in contrast to the oldest not updated statewide bicycle plan, which appears to be Ohio's bicycle plan adopted in 1989.[75]

Complete Streets Actions for Integrating Pedestrians & Bicyclists in Transportation Projects

FIGURE 3.7.2A - COMPLETE STREETS ACTIONS FOR INTEGRATING PEDESTRIANS & BICYCLISTS IN TRANSPORTATION PROJECTS, LARGE CITIES [76]

COMMUNITY	NAME OF FIRST TYPE OF CITY ACTION	TYPE	YEAR OF FIRST ACTION	YEAR OF MOST RECENT ACTION (IF MULTIPLE ACTIONS TAKEN)
Albuquerque	O-14-27 & O-14-32	Legislation	2015	2015
Arlington, TX			None Taken	
Atlanta			None Taken	
Austin	Resolution No. 020418-40	Resolution	2002	2014
Baltimore	Council Bill 09-0433	Resolution	2010	
Boston	Complete Streets Guidelines	Design Guide	2013	
Charlotte	Urban Street Design Guidelines	Design Guide	2007	2010
Chicago	Safe Streets for Chicago	Agency Policy	2006	2013
Cleveland	Ordinance No. 798-11	Legislation	2011	
Colorado Springs	Complete Streets Amendment to the Intermodal Transportation Plan	Plan	2005	
Columbus, OH	Complete Streets Resolution	Resolution	2008	2008
Dallas	Resolution 16-0173	Resolution	2016	2016
Denver	Complete Streets Policy	Agency Policy	2011	
Detroit			None Taken	
El Paso	Plan El Paso	Plan	2012	
Fort Worth	Complete Streets Policy	Policy	2016	
Fresno			None Taken	
Houston	Executive Order 1-15	Executive Order	2013	
Indianapolis	Chapter 431, Article VIII	Legislation	2012	
Jacksonville	2030 Mobility Plan	Plan	2011	
Kansas City, MO	Resolution No. 110069, Committee Substitute for Resolution No. 170215	Resolution	2011	2017
Las Vegas	Policy for Complete Streets	Policy	2012	2013
Long Beach			None Taken	
Los Angeles	Great Streets for Los Angeles Strategic Plan	Plan	2015	
Louisville	Complete Streets Manual	Design Guide	2007	2008
Memphis	An Order Establishing a Complete Streets Policy for the City of Memphis	Executive Order	2013	2015
Mesa	Complete Streets Policy	Policy	2014	
Miami	Resolution 09-00274	Resolution	2009	
Milwaukee			None Taken	
Minneapolis	Complete Streets Policy	Policy	2016	
Nashville	Executive Order No. 40	Executive Order	2010	2016
New York City	Sustainable Streets Strategic Plan	Plan	2008	2009
Oakland	Complete Streets Policy & Ordinance No. 13153	Policy	2013	2013
Oklahoma City			None Taken	
Omaha	Complete Streets Policy	Policy	2015	
Philadelphia	Executive Order No. 5-09	Executive Order	2009	2012
Phoenix	Ordinance S-41094 & Ordinance G-5937	Legislation	2014	
Portland, OR			None Taken	
Raleigh	Complete Streets Policy Amendment to the 2030 Comprehensive Plan	Policy	2015	
Sacramento	Sacramento Pedestrian Friendly Street Standards	Design Guide	2004	
San Antonio	Complete Streets Policy	Policy	2011	
San Diego	Street Design Manual	Design Guide	2002	
San Francisco	Transit-First Policy	Policy	1995	
San Jose			None Taken	
Seattle	Bridging the Gap	Tax	2006	2007
Tucson			None Taken	
Tulsa	Resolution	Resolution	2012	
Virginia Beach	Complete Streets Administrative Directive	Agency Policy	2014	
Washington, DC	Departmental Order 06-2010 (DDOT Complete Streets Policy)	Agency Policy	2010	2012
Wichita, KS	Resolution No. 14-341	Resolution	2014	2014

FIGURE 3.7.2B - COMPLETE STREETS ACTIONS FOR INTEGRATING PEDESTRIANS & BICYCLISTS IN TRANSPORTATION PROJECTS, SMALL OR MID-SIZED CITIES [77]

COMMUNITY	NAME OF FIRST TYPE OF CITY ACTION	TYPE	YEAR OF FIRST ACTION	YEAR OF MOST RECENT ACTION (IF MULTIPLE ACTIONS TAKEN)
Albany	Ordinance	Legislation	2013	
Anchorage			None Taken	
Baton Rouge	Resolution 51196	Policy	2014	
Bellingham	Ordinance NO. 2016-09-032	Legislation	2016	
Boulder	Transportation Master Plan	Plan	1996	
Burlington			None Taken	
Charleston			None Taken	
Chattanooga	City Code II Ch. 32, Art. XIV	Legislation	2014	
Davis			None Taken	
Eugene			None Taken	
Fort Collins	Transportation Master Plan	Plan	2004	
Honolulu	Article 33 of Chapter 14 of the Revised Ordinances of Honolulu	Legislation	2012	
Madison	Resolution No. 09-997	Resolution	2009	
Missoula	Resolution No. 7473, Providing for a Complete Streets Policy	Resolution	2009	2016
New Orleans	Ordinance	Legislation	2011	
Pittsburgh	A Resolution Adopting the City of Pittsburgh Complete Streets Policy	Resolution	2016	
Salt Lake City	Salt Lake City Executive Order on Complete Streets	Executive Order	2007	2010
Spokane	Resolution No. 2010-0018	Resolution	2010	2011
St. Louis	Board Bill No. 7	Legislation	2010	2015

Complete Streets actions are widespread, although they are not uniform in type or quality. Only 10 of the largest 50 cities have not taken any Complete Streets action according to data from the National Complete Streets Coalition. More large cities (17) have taken more than one action than have taken no action.

Bikes in fall, photo by Oregon DOT (@Flickr)

The most common types of actions taken in large cities are policy actions, either specifically internal to an agency or not, and resolutions, which are typically non-binding and may or may not have any implementation steps. Among the other cities reviewed for the Benchmarking Report, legislation – which typically results in binding ordinances that city agencies and staff must follow – are the most common type of Complete Streets action.

City Support for Efforts to Reach Zero Traffic Deaths

COMMUNITY	VISION ZERO CITY	ROAD TO ZERO COALITION MEMBER(S)
Albuquerque		
Arlington, TX		
Atlanta		City of Atlanta Office of Mobility Planning, Atlanta Bike
Austin	Yes	
Baltimore		
Boston	Yes	Vision Zero Network - City of Boston, Walk Boston
Charlotte		
Chicago	Yes	Chicago Department of Transportation, City of Chicago, Slow Roll Chicago
Cleveland		Bike Cleveland
Colorado Springs		
Columbus, OH		
Dallas		City of Dallas, Injury Prevention Center of Greater Dallas
Denver	Yes	Walk Denver
Detroit		
El Paso		
Fort Worth		
Fresno		
Houston		
Indianapolis		
Jacksonville		
Kansas City, MO		
Las Vegas		
Long Beach		
Los Angeles	Yes	Los Angeles Police Department, The Los Angeles County Metropolitan Transportation Authority (LACMTA)
Louisville		Louisville Department of Public Works and Assets & Division of Transportation
Memphis		City of Memphis
Mesa		
Miami		
Milwaukee		
Minneapolis	Yes	
Nashville		
New York City	Yes	New York City, Department of Transportation, & Police Department
Oakland		St. Joseph Mercy Hospital - Oakland
Oklahoma City		
Omaha		
Philadelphia	Yes	City of Philadelphia
Phoenix		
Portland, OR	Yes	
Raleigh		
Sacramento	Yes	
San Antonio	Yes	City of San Antonio - TCI
San Diego	Yes	University of California, San Diego
San Francisco	Yes	San Francisco Municipal Transportation Agency, Walk San Francisco
San Jose	Yes	City of San Jose
Seattle	Yes	Seattle & King County Department of Public Health, Seattle Neighborhood Greenways
Tucson		
Tulsa		
Virginia Beach		
Washington, DC	Yes	DC Government
Wichita, KS		

FIGURE 3.7.3A - CITY SUPPORT FOR EFFORTS TO REACH ZERO TRAFFIC DEATHS, LARGE CITIES [78]

FIGURE 3.7.3B - CITY SUPPORT FOR EFFORTS TO REACH ZERO TRAFFIC DEATHS, SMALL OR MID-SIZED CITIES [79]

COMMUNITY	VISION ZERO CITY	ROAD TO ZERO COALITION MEMBER(S)
Albany		
Anchorage	Yes	
Baton Rouge		19th Judicial District Court Baton Rouge, Baton Rouge - Courts
Bellingham		
Boulder	Yes	City of Boulder
Burlington		
Charleston		
Chattanooga		
Davis		
Eugene	Yes	Better Eugene-Springfield Transit (BEST), City of Eugene
Fort Collins		
Honolulu		
Madison		
Missoula		
New Orleans		Loyola University New Orleans
Pittsburgh		City of Pittsburgh Department of Mobility and Infrastructure
Salt Lake City		
Spokane		
St. Louis		

» ABOUT VISION ZERO CITIES

According to the Vision Zero Network, to be recognized as a "Vision Zero City" a city must meet the following minimum criteria:

- A clear goal of eliminating traffic fatalities and severe injuries has been set.
- The Mayor has publicly, officially committed to Vision Zero.
- A Vision Zero plan or strategy is in place, or the Mayor has committed to doing so in clear time frame.
- Key city departments (including police, transportation and public health) are engaged.

» ABOUT ROAD TO ZERO COALITION MEMBERS

The Road to Zero Coalition is free to join. Interested organizations must complete a form that includes the statement of purpose: "Our goal is safe mobility for all people in the United States of America." [80]

Lean rail, photo by SDOT (@Flickr)

Topic References

73 The League of American Bicyclists. *Bicycle Friendly Community Survey* data from questions F7 and BMR11. The Alliance for Biking and Walking. *Bicycling and Walking in the United States: 2016 Benchmarking Report*. Available at https://bikeleague.org/sites/default/files/2016BenchmarkingReport_web.pdf. The most recent year reported to either survey was used for this chart and is identified in the Appendix for each city.

74 See footnote 73.

75 See Chapter 4: Show Your Data II: States - 2.7.1 Statewide Plans Supporting Improvements for Pedestrians and Bicyclists.

76 National Complete Streets Coalition, *National Complete Streets Policy Inventory* (retrieved May 2018). Available at https://smartgrowthamerica.org/program/national-complete-streets-coalition/publications/policy-development/policy-atlas/.

77 See footnote 76.

78 Vision Zero Network. *Vision Zero Cities Map* (retrieved May 2018). Available at https://visionzeronetwork.org/resources/vision-zero-cities/. *National Safety Council. Road to Zero Membership List* (retrieved May 2018). Available at https://www.nsc.org/Portals/0/Documents/DistractedDrivingDocuments/Driver-Tech/Road%20to%20Zero/RTZ-Coalition-Members.pdf.

79 See footnote 78.

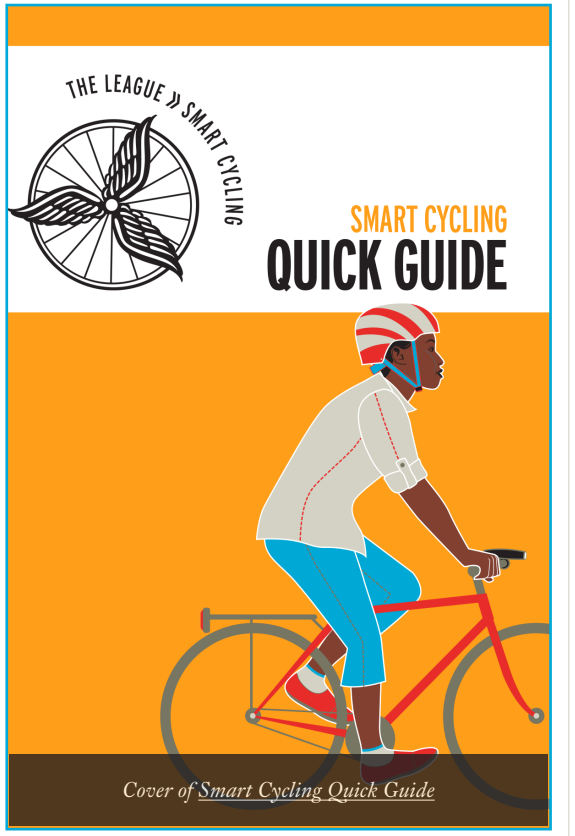
80 National Safety Council. *Join the Road to Zero Coalition*. Available at https://www.nsc.org/road-safety/get-involved/road-to-zero/join.

3.8 - CITIES: STAFF & COMMUNITY

SUPPORT FOR BIKING & WALKING

Cities show their support for bicycling and walking in a variety of ways. This section looks at indicators of support such as bicycle and pedestrian education in schools, staff working on bicycling and walking-related activities, participation in national award programs, and organizational involvement in bicycling and walking-related issues by League of American Bicyclist (League) member groups and city-formed committees.

Bicycle safety education has been a core part of the work done by the League for at least five decades. Nationally, there are over 6,000 bicycle safety education instructors who have complete the League's League Cycling Instructor training. The hands-on training of these many dedicated instructors is complemented by resources developed by the League, such as Quick Guides that can be branded for organizations or communities; Smart Cycling videos that show basic skills and techniques of safe bicycling; and tip sheets, such as the A-B-C Quick Check which provides an easy way to remember to check your Air pressure-Brakes-Chain and Quick release before going for a ride. More information about the Smart Cycling program, including how to become a League Certified Instructor, can be found at: https://bikeleague.org/ridesmart.



Cover of Smart Cycling Quick Guide

Over the course of the Benchmarking project, Bike to Work day events and Open Street initiatives have become very commonplace.

- **BIKE TO WORK DAY EVENTS** can include a variety of community activities, but the classic activity is setting up an encouragement station at a public venue, such as a park, city building, or shared use path. At an encouragement station people who are bicycling to work can find snacks, drinks, and businesses who support bicycling. These activities help provide a reason for people to try bicycling to work and encourage them to ride more. National Bike to Work day is held on the third Friday of May.
- **OPEN STREET INITIATIVES** are based on the concept of closing streets to motor vehicle traffic and opening them up to be experienced by people bicycling, walking, or otherwise using the space. Open Street events can be structured or un-structured but provide a great way to let people experience their community in a new way and can be a part of outreach for changes to a street.

Training & Events for Bicyclists & Pedestrians

FIGURE 3.8.1A - TRAINING & EVENTS FOR BICYCLISTS & PEDESTRIANS, LARGE CITIES [81]

Legend: Red = No training or event reported; **Orange** = Not reported

COMMUNITY	YOUTH BICYCLE EDUCATION	ADULT BICYCLE EDUCATION	YOUTH PEDESTRIAN EDUCATION	BIKE TO WORK DAY EVENTS	OPEN STREETS INITIATIVES
Albuquerque	Yes	Yes	Yes	Yes	Yes
Arlington, TX	Yes	Yes	**No**	**No**	**No**
Atlanta	Yes	Yes	Yes	Yes	Yes
Austin	Yes	Yes	**Not reported**	Yes	Yes
Baltimore	Yes	Yes	**Not reported**	Yes	Yes
Boston	Yes	Yes	Yes	Yes	Yes
Charlotte	Yes	**No**	**Not reported**	Yes	Yes
Chicago	Yes	Yes	**Not reported**	Yes	Yes
Cleveland	Yes	**No**	**Not reported**	Yes	Yes
Colorado Springs	Yes	Yes	**Not reported**	Yes	**No**
Columbus, OH	Yes	Yes	Yes	Yes	Yes
Dallas	**No**	Yes	**No**	Yes	Yes
Denver	Yes	Yes	Yes	Yes	Yes
Detroit	**Not reported**	**Not reported**	**Not reported**	**Not reported**	**Not reported**
El Paso	No	Yes	**No**	Yes	Yes
Fort Worth	No	Yes	Yes	Yes	Yes
Fresno	Yes	Yes	**Not reported**	Yes	No
Houston	No	Yes	Yes	Yes	Yes
Indianapolis	Yes	Yes	**No**	Yes	Yes
Jacksonville	Yes	**No**	Yes	Yes	No
Kansas City, MO	Yes	Yes	**Not reported**	Yes	Yes
Las Vegas	Yes	Yes	**Not reported**	Yes	No
Long Beach	Yes	Yes	**Not reported**	Yes	Yes
Los Angeles	Yes	Yes	**Not reported**	Yes	Yes
Louisville	Yes	Yes	Yes	Yes	Yes
Memphis	Yes	Yes	**Not reported**	Yes	Yes
Mesa	Yes	Yes	Yes	Yes	Yes
Miami	Yes	**No**	**Not reported**	Yes	Yes
Milwaukee	Yes	Yes	Yes	Yes	No
Minneapolis	Yes	Yes	**Not reported**	Yes	Yes
Nashville	Yes	Yes	**Not reported**	Yes	No
New York City	Yes	Yes	Yes	Yes	No
Oakland	Yes	Yes	Yes	Yes	No
Oklahoma City	Yes	Yes	**No**	Yes	Yes
Omaha	Yes	Yes	**No**	**No**	Yes
Philadelphia	Yes	Yes	Yes	Yes	Yes
Phoenix	Yes	Yes	Yes	Yes	**No**
Portland, OR	Yes	Yes	Yes	Yes	Yes
Raleigh	Yes	Yes	**Not reported**	Yes	**No**
Sacramento	Yes	Yes	Yes	Yes	Yes
San Antonio	Yes	Yes	**No**	Yes	Yes
San Diego	Yes	Yes	Yes	Yes	Yes
San Francisco	Yes	Yes	**Not reported**	Yes	Yes
San Jose	Yes	Yes	Yes	Yes	**No**
Seattle	Yes	Yes	Yes	Yes	Yes
Tucson	Yes	Yes	Yes	Yes	Yes
Tulsa	Yes	Yes	**No**	Yes	Yes
Virginia Beach	**No**	Yes	**Not reported**	Yes	**No**
Washington, DC	Yes	Yes	Yes	Yes	Yes
Wichita, KS	**No**	Yes	Yes	Yes	Yes

FIGURE 3.8.1B - TRAINING & EVENTS FOR BICYCLISTS & PEDESTRIANS, SMALL OR MID-SIZED CITIES [82]

Legend: **Red** = No training or event reported; **Orange** = Not reported

COMMUNITY	YOUTH BICYCLE EDUCATION	ADULT BICYCLE EDUCATION	YOUTH PEDESTRIAN EDUCATION	BIKE TO WORK DAY EVENTS	OPEN STREETS INITIATIVES
Albany	Yes	Yes	Yes	Yes	Yes
Anchorage	Yes	Yes	Not reported	Yes	No
Baton Rouge	No	Yes	Yes	Yes	Yes
Bellingham	Yes	Yes	Yes	Yes	No
Boulder	Yes	Yes	Yes	Yes	Yes
Burlington	Yes	Yes	Yes	Yes	Yes
Charleston	Yes	No	No	No	No
Chattanooga	Yes	Yes	Yes	Yes	No
Davis	Yes	Yes	Not reported	Yes	No
Eugene	Yes	Yes	Yes	Yes	Yes
Fort Collins	Yes	Yes	Not reported	Yes	Yes
Honolulu	Yes	Yes	Yes	Yes	Yes
Madison	Yes	Yes	Yes	Yes	Yes
Missoula	Yes	No	Not reported	Yes	Yes
New Orleans	Yes	Yes	No	Yes	Yes
Pittsburgh	Yes	Yes	No	Yes	Yes
Salt Lake City	Yes	Yes	Yes	Yes	Yes
Spokane	Yes	Yes	Yes	Yes	Yes
St. Louis	Yes	Yes	Not reported	Yes	Yes

Children learning to bike, photo courtesy of Watsonville, CA

City Staff & Biking & Walking

FIGURE 3.8.2A - CITY STAFF & BIKING & WALKING, LARGE CITIES [83]

Legend: **Green** = Highest values; **Red** = Lowest values; **Orange** = No staff reported

COMMUNITY	REPORTED # OF FULL-TIME EQUIVALENT EMPLOYEES (FTE) WHO WORK ON BICYCLE OR PEDESTRIAN-RELATED ISSUES	FTE PER 100K RESIDENTS	SOME POLICE USE BIKES ON THE JOB	SOME POLICE ON FOOT ON THE JOB	SOME EMERGENCY MEDICAL TECHNICIANS (EMTS) USE BIKES ON THE JOB	SOME EMTS ON FOOT ON THE JOB
Albuquerque	+ 15	+ 2.7	Yes	Not Reported	No	Not Reported
Arlington, TX	- 1	0.3	Yes	Yes	No	No
Atlanta	+ 15	+ 3.3	Yes	Yes	Yes	No
Austin	+ 14.5	+ 1.6	Yes	Not Reported	Yes	Not Reported
Baltimore	4	0.6	Yes	Not Reported	Yes	Not Reported
Boston	10	1.5	Yes	Yes	Yes	Yes
Charlotte	10	1.2	Yes	Not Reported	No	Not Reported
Chicago	20	0.7	Yes	Not Reported	Yes	Not Reported
Cleveland	5	1.3	Yes	Not Reported	No	Not Reported
Colorado Springs	6.5	1.4	Yes	Not Reported	No	Not Reported
Columbus, OH	+ 20	+ 2.4	No	Yes	Yes	No
Dallas	2	- 0.2	No	Yes	No	No
Denver	+ 26	+ 3.9	Yes	Yes	Yes	Yes
Detroit	Not Reported	Not Reported	Not Reported	Not Reported	Not Reported	Not Reported
El Paso	4	0.6	Yes	No	No	No
Fort Worth	- 1	- 0.1	Yes	Yes	Yes	Yes
Fresno	- 0.8	- 0.1	Yes	Not Reported	Yes	Not Reported
Houston	5	- 0.2	Yes	No	No	No
Indianapolis	2	- 0.2	No	Yes	No	No
Jacksonville	- 1	- 0.1	Yes	Yes	No	No
Kansas City, MO	5	1.1	Yes	Not Reported	Not Reported	Not Reported
Las Vegas	Not Reported	Not Reported	Yes	Not Reported	Not Reported	Not Reported
Long Beach	7.5	1.6	Yes	Not Reported	Not Reported	Not Reported
Los Angeles	+ 16	0.4	Yes	Not Reported	No	Not Reported
Louisville	5	0.8	Yes	Yes	Yes	Yes
Memphis	4	0.6	Yes	Not Reported	No	Not Reported
Mesa	4	0.9	Yes	No	Yes	No
Miami	4.5	1.0	Yes	Not Reported	No	Not Reported
Milwaukee	- 1	- 0.2	Yes	Yes	No	No
Minneapolis	+ 42.6	+ 10.5	Yes	Not Reported	No	Not Reported
Nashville	13.25	+ 2.1	Yes	Not Reported	Yes	Not Reported
New York City	Not Reported	Not Reported	No	No	No	No
Oakland	5.2	1.3	Yes	Yes	No	No
Oklahoma City	- 1	- 0.2	Yes	No	No	No
Omaha	- 1	- 0.2	Yes	No	Not Reported	Not Reported
Philadelphia	8	0.5	Yes	Yes	Yes	No
Phoenix	8	0.5	No	No	No	No
Portland, OR	+ 20	+ 3.2	Yes	Yes	No	No
Raleigh	2.5	0.6	Yes	Not Reported	Not Reported	Not Reported
Sacramento	3	0.6	Yes	Yes	No	No
San Antonio	3	- 0.2	Yes	No	No	No
San Diego	10	0.7	Yes	No	No	No
San Francisco	+ 40	+ 4.7	Yes	Not Reported	Not Reported	Not Reported
San Jose	9	0.9	Yes	Yes	No	No
Seattle	13	+ 1.9	Yes	Yes	No	No
Tucson	2	0.4	Yes	Yes	Yes	Yes
Tulsa	- 1.9	0.5	No	No	No	No
Virginia Beach	- 1.5	0.3	No	Not Reported	No	Not Reported
Washington, DC	7	1.1	Yes	Yes	Yes	Yes
Wichita, KS	- 1	0.3	Yes	Yes	No	No

FIGURE 3.8.2B - CITY STAFF & BIKING & WALKING, SMALL OR MID-SIZED CITIES [84]

Legend: **Green** = Highest values; **Red** = Lowest values; **Orange** = No staff reported

COMMUNITY	REPORTED # OF FULL-TIME EQUIVALENT EMPLOYEES (FTE) WHO WORK ON BICYCLE OR PEDESTRIAN-RELATED ISSUES	FTE PER 100K RESIDENTS	SOME POLICE USE BIKES ON THE JOB	SOME POLICE ARE FOOT ON THE JOB	SOME EMERGENCY MEDICAL TECHNICIANS (EMTS) USE BIKES ON THE JOB	SOME EMTS ARE FOOT ON THE JOB
Albany	- 1.3	1.3	Yes	Yes	No	No
Anchorage	2.6	- 0.9	Yes	Not Reported	No	Not Reported
Baton Rouge	Not Reported	Not Reported	No	Yes	Yes	No
Bellingham	- 2	2.4	Yes	Yes	Yes	No
Boulder	+ 8.3	+ 7.9	Yes	Yes	No	No
Burlington	- 2	+ 4.7	Yes	Yes	No	Yes
Charleston	Not Reported	Not Reported	Not Reported	Not Reported	No	No
Chattanooga	6	3.4	No	Yes	Yes	No
Davis	4.5	+ 6.7	Yes	Not Reported	No	Not Reported
Eugene	2.8	1.7	Yes	No	No	No
Fort Collins	+ 20.5	+ 13.0	Yes	Not Reported	Not Reported	Not Reported
Honolulu	5	1.4	Yes	Yes	No	No
Madison	+ 10	4.1	Yes	Yes	Yes	Yes
Missoula	6	+ 8.6	Yes	Not Reported	No	Not Reported
New Orleans	5	1.3	Yes	No	No	No
Pittsburgh	3	- 1.0	Yes	Yes	No	No
Salt Lake City	+ 7	3.7	Yes	Yes	Yes	Yes
Spokane	- 1	- 0.5	No	Yes	No	No
St. Louis	- 2	- 0.6	Yes	Not Reported	No	Not Reported

Bike Week banner on bus, photo courtesy of Bicycle Technologies International

Most large cities (39) report having at least one person who works on bicycle or pedestrian issues, but roughly half as many (19) report having at least one person per 100,000 residents working on bicycle and pedestrian issues. Among the other cities reviewed for the Benchmarking Report, most meet both of those benchmarks (16 of 19 report at least one FTE and 13 of 19 report at least 1 FTE per 100k).

City staff play an important role in planning, designing, and implementing successful infrastructure for people who bike and walk. Reported data on Full-Time Equivalent employees asks for estimates of each tenth of an employee's time spent on bicycling and walking issues. The survey questions ask for this estimate so that city's can include employees who spend significant time on bicycling and walking issues but may not have those issues in their job descriptions.

Many cities express the sentiment that accurately making this estimate is difficult because of the many people involved in discrete tasks related to bicycling and walking, such as the construction workers who build a sidewalk or the contractors who work on a bicycle plan. The survey question attempts to make this easier by asking specifically about government employees, which excludes contractors.

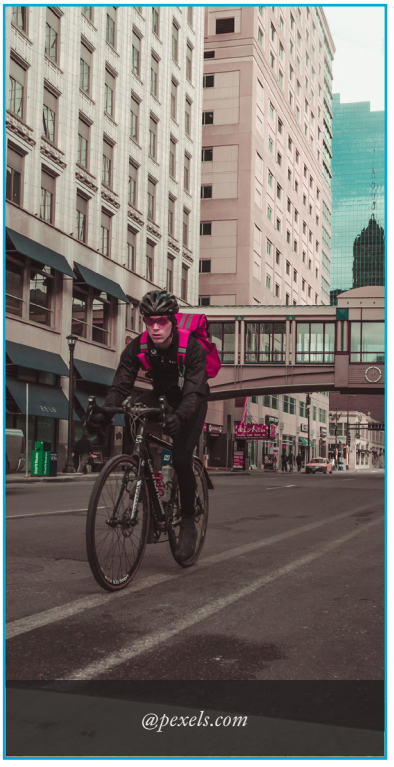
Bicycle Friendly Community Awards, Walk Friendly Community Awards, & NACTO Member Cities

FIGURE 3.8.3A - BICYCLE FRIENDLY COMMUNITY AWARDS, WALK FRIENDLY COMMUNITY AWARDS, & NACTO MEMBER CITIES, LARGE CITIES [85]

	BICYCLE FRIENDLY COMMUNITY (BFC) AWARDS					
COMMUNITY	INITIAL AWARD LEVEL	YEAR OF INITIAL AWARD	MOST RECENT AWARD LEVEL	YEAR OF MOST RECENT AWARD	WALK FRIENDLY COMMUNITY AWARD LEVEL	NACTO MEMBER CITY OR AFFILIATE MEMBER CITY
Albuquerque	Bronze	2005	Bronze	2016		
Arlington, TX	Has not applied		Has not applied			
Atlanta	Has not applied		Has not applied		Bronze	Member City
Austin	Silver	2007	Gold	2015	Silver	Member City
Baltimore	Honorable Mention	2008	Bronze	2015		Member City
Boston	Silver	2011	Silver	2017		Member City
Charlotte	Honorable Mention	2005	Bronze	2016	Bronze	Member City
Chicago	Silver	2005	Silver	2015	Gold	Member City
Cleveland	Honorable Mention	2008	Bronze	2016		
Colorado Springs	Silver	2008	Silver	2017		
Columbus, OH	Bronze	2009	Bronze	2017	Silver	
Dallas	Has not applied		Has not applied			
Denver	Silver	2003	Silver	2015	Gold	Member City
Detroit	Honorable Mention	2012	Honorable Mention	2012		Member City
El Paso	Honorable Mention	2013	Bronze	2016		Affiliate Member City
Fort Worth	Honorable Mention	2012	Bronze	2016		
Fresno	Bronze	2011	Bronze	2015		
Houston	No Award	2003	Bronze	2013		Member City
Indianapolis	Honorable Mention	2003	Bronze	2013		Affiliate Member City
Jacksonville	No Award	2008	Honorable Mention	2010		
Kansas City, MO	Bronze	2011	Bronze	2016		
Las Vegas	Bronze	2014	Bronze	2014		
Long Beach	Bronze	2009	Silver	2017		Affiliate Member City
Los Angeles	Honorable Mention	2007	Bronze	2017		Member City
Louisville	Honorable Mention	2005	Silver	2015		Affiliate Member City
Memphis	No Award	2010	Bronze	2015		Affiliate Member City
Mesa	Bronze	2003	Silver	2015		
Miami	Honorable Mention	2011	Bronze	2016		
Milwaukee	Bronze	2006	Bronze	2014		
Minneapolis	Silver	2008	Gold	2015	Gold	Member City
Nashville	Honorable Mention	2009	Bronze	2015		Affiliate Member City
New York City	Honorable Mention	2004	Silver	2014	Platinum	Member City
Oakland	Bronze	2010	Gold	2018		Affiliate Member City
Oklahoma City	Honorable Mention	2014	Honorable Mention	2014		
Omaha	No Award	2004	Bronze	2015	Honorable Mention	
Philadelphia	Honorable Mention	2006	Silver	2016	Silver	Member City
Phoenix	Honorable Mention	2011	Bronze	2014		Member City
Portland, OR	Gold	2003	Platinum	2017		Member City
Raleigh	Bronze	2011	Bronze	2015		Affiliate Member City
Sacramento	Bronze	2006	Silver	2016		Member City
San Antonio	Bronze	2010	Bronze	2018		Member City
San Diego	Honorable Mention	2015	Honorable Mention	2015		Member City
San Francisco	Gold	2006	Gold	2016	Gold	Member City
San Jose	Bronze	2006	Bronze	2013		Member City
Seattle	Gold	2008	Gold	2016	Platinum	Member City
Tucson	Silver	2004	Gold	2016		
Tulsa	No Award	2007	Bronze	2017		
Virginia Beach	Honorable Mention	2006	Bronze	2015		
Washington, DC	Bronze	2003	Gold	2018	Gold	Member City
Wichita, KS	Honorable Mention	2015	Bronze	2017		

FIGURE 3.8.3B - BICYCLE FRIENDLY COMMUNITY AWARDS, WALK FRIENDLY COMMUNITY AWARDS, & NACTO MEMBER CITIES, SMALL OR MID-SIZED CITIES [86]

	BICYCLE FRIENDLY COMMUNITY (BFC) AWARDS					
COMMUNITY	INITIAL AWARD LEVEL	YEAR OF INITIAL AWARD	MOST RECENT AWARD LEVEL	YEAR OF MOST RECENT AWARD	WALK FRIENDLY COMMUNITY AWARD LEVEL	NACTO MEMBER CITY OR AFFILIATE MEMBER CITY
Albany	Honorable Mention	2012	Honorable Mention	2012		
Anchorage	Bronze	2009	Silver	2017		
Baton Rouge	Honorable Mention	2003	Bronze	2017		
Bellingham	Silver	2006	Silver	2017		
Boulder	Gold	2004	Platinum	2017	Gold	Affiliate Member City
Burlington	Bronze	2005	Silver	2011	Silver	Affiliate Member City
Charleston	Honorable Mention	2009	Bronze	2010		Affiliate Member City
Chattanooga	Bronze	2003	Silver	2018		Affiliate Member City
Davis	Platinum	2005	Platinum	2016		
Eugene	Silver	2004	Gold	2013	Gold	
Fort Collins	Silver	2003	Platinum	2017	Bronze	Affiliate Member City
Honolulu	Honorable Mention	2007	Bronze	2018		Affiliate Member City
Madison	Gold	2006	Platinum	2015		
Missoula	Silver	2003	Gold	2016		
New Orleans	Honorable Mention	2008	Silver	2014	Bronze	
Pittsburgh	Honorable Mention	2003	Bronze	2014		Member City
Salt Lake City	Bronze	2007	Silver	2015		Affiliate Member City
Spokane	Bronze	2010	Bronze	2014		
St. Louis	No Award	2007	Silver	2017		Affiliate Member City



Most cities reviewed for the Benchmarking Report have participated in the League of American Bicyclists' Bicycle Friendly Community program (47 out of 50 large cities and 100% of the 19 other cities). Most cities are also affiliate or full members of the National Association of City Transportation Officials (NACTO), with 30 of the 50 largest cities and 9 of the 19 other cities being represented. Participation in the Walk Friendly Community program is less common, with about 20% of cities reviewed for the Benchmarking Report receiving a Walk Friendly Community award.

Over 90% of large cities who participated in the Bicycle Friendly Community did so multiple times between 2003 and 2018. In many cases this has led to those communities earning higher awards, with 62% of participating large cities improving their award level in the past 15 years. Slightly more than half of those improvements (15 of 29) were from No award or an Honorable Mention to an award of Bronze.

The small or mid-sized cities reviewed for the Benchmarking Report tended to have higher award levels under the Bicycle Friendly Community program – including four of the five Platinum communities in the United States. The small or mid-sized cities were more likely to improve their award over time (15 of 19 cities improved their award) and those improvements were often to and/or from higher award levels.

League Member Organizations & Bicycle/ Pedestrian Advisory Committees

FIGURE 3.8.4A - LEAGUE MEMBER ORGANIZATIONS & BICYCLE/PEDESTRIAN ADVISORY COMMITTEES, LARGE CITIES [87]

Legend: **Green** = 5 highest values; **Red** = Reported as none; **Orange** = Not reported

COMMUNITY	# OF LEAGUE MEMBER ORGS	LEAGUE MEMBER ORGANIZATIONS	BICYCLE/PEDESTRIAN ADVISORY COMMITTEE
Albuquerque	1	BikeABQ	Yes
Arlington, TX	None Found		Not Reported
Atlanta	3	Red Bike and Green Atlanta, Atlanta Bicycle Coalition, Action Cycling - Atlanta, Inc.	None
Austin	1	Bike Austin	Yes
Baltimore	2	Bikemore, Baltimore City Recreation and Parks	Yes
Boston	3	Boston Cyclists Union, Walk Boston, MassBike	Not Reported
Charlotte	1	Trips for Kids Charlotte	Yes
Chicago	5	Women Bike Chicago, Red Bike & Green - Chicago, West Town Bikes, AlbanyParkBikes (A.P.B.), Active Transportation Alliance	Yes
Cleveland	2	St Clair Bikeworks, Bike Cleveland	Yes
Colorado Springs	3	Kids on Bikes, UCCS, Trails and Open Space Coalition	Yes
Columbus, OH	2	Consider Biking, Yay Bikes!	Yes
Dallas	2	Bike Friendly South Dallas, BikeDFW	Yes
Denver	2	Denver Bikesharing, Bike Denver	Yes
Detroit	3	Detroit Greenways Coalition, Fender Bender Detroit, Detroit Eastside Community Collaborative	Not Reported
El Paso	2	Cordero Family - Velo Paso Bicycle Pedestrian Coalition, Velo Paso Bicycle Pedestrian Coalition	Yes
Fort Worth	1	Bike Friendly Fort Worth	Yes
Fresno	4	California State Univ., Fresno, Bike Happy Foundation, Fresno County Bicycle Coalition	Yes
Houston	2	BikeHouston, Houston Bicycle Club	Yes
Indianapolis	1	IndyCog	Yes
Jacksonville	None Found		None
Kansas City, MO	2	BikeWalkKC, Major Taylor Cycling Club of KC/Hill Street Spinners	Yes
Las Vegas	2	BikingLasVegas.com, Outside Las Vegas Foundation	Not Reported
Long Beach	4	Empact Communities, City Fabrick, Bikeable Communities, bikeucation	Yes
Los Angeles	5	C.I.C.L.E, Bicycle Kitchen/La Bicicocina, Los Angeles County Bicycle Coalition, API Forward Movement, Walk 'n Rollers	Yes
Louisville	None Found		Yes
Memphis	5	Memphis Hightailers Foundation, Bike Walk Memphis, Revolutions Memphis, Bike Class, BLDG Memphis	Yes
Mesa	3	Bike Accident Attorneys, PLC, WE-CYCLE-USA Inc.	Yes
Miami	3	HOPE___One Pedal Stroke at a Time, Inc, Dade Heritage Trust, BIKE305	Yes
Milwaukee	1	Braise on the Go	Yes
Minneapolis	3	MnDOT, Midtown Greenway Coalition, Our Streets Minneapolis	Yes
Nashville	1	Walk/Bike Nashville	Yes
New York City	9	NYC H2O, Hazon, Inc., Unlimited Biking Rentals LLC, completegeorge.org, Exploring Paths, Transportation Alternatives, Uptown & Boogie Bicycle Advocacy, Virtuous Bicycle, Bike NY	None
Oakland	3	Bay Area Bicycle Coalition, Walk Oakland Bike Oakland, Bike East Bay	Yes
Oklahoma City	None Found		Yes
Omaha	4	Omaha Bikes, Community Bike Project Omaha, Live Well Omaha, Mode Shift Omaha	Yes
Philadelphia	3	Kidical Mass Philadelphia, Bicycle Coalition of Greater Philadelphia, Neighborhood Bike Works	None
Phoenix	2	Phoenix Bike Lab, Curbside Cylery	Not Reported
Portland, OR	4	Community Cycling Center, Northwest Trail Alliance, Bike Farm, NW Bicycle Safety Council	Yes
Raleigh	1	Oaks and Spokes	Yes
Sacramento	4	Rivet Cycle Works, North Natomas Transportation Management Assoc., Walk Sacramento, Sacramento Area Bicycle Advocates	Yes
San Antonio	1	SATX Social Ride	Yes
San Diego	2	BikeSD, San Diego County Bicycle Coalition	Yes
San Francisco	2	YBike, San Francisco Bicycle Coalition	Yes
San Jose	2	Silicon Valley Bicycle Coalition, SJ Bike Party, Inc	Yes
Seattle	4	Commute Seattle, Bike Works Seattle, The Bike Shack, Cascade Bicycle Club	Yes
Tucson	2	BICAS (Bicycle Inter-Community Art & Salvage), Living Streets Alliance	Yes
Tulsa	2	Tulsa Hub, Tulsa Tough	Yes
Virginia Beach	1	Bicycle Association of Southern Tidewater	Yes
Washington, DC	6	Coalition for Smarter Growth, Bike House, Ride America for Safe Routes, Bike to the Beach,Washington Area Bicyclist Association, Gearin' Up Bicycles	Yes
Wichita, KS	1	Bike Walk Wichita Inc.	Yes

FIGURE 3.8.4B - LEAGUE MEMBER ORGANIZATIONS & BICYCLE/PEDESTRIAN ADVISORY COMMITTEES, SMALL OR MID-SIZED CITIES [88]

Legend: **Green** = 5 highest values; **Red** = Reported as none; **Orange** = Not reported

COMMUNITY	# OF LEAGUE MEMBER ORGS	LEAGUE MEMBER ORGANIZATIONS	BICYCLE/PEDESTRIAN ADVISORY COMMITTEE
Albany	1	Albany Bicycle Coalition	Yes
Anchorage	**3**	Alaska Randonneurs, Alaska Injury Prevention Center, Bike Anchorage	Yes
Baton Rouge	2	Baton Rouge Advocates For Safe Streets (BRASS), Bike Baton Rouge	Yes
Bellingham	1	Whatcom Council of Governments	Yes
Boulder	**3**	Boulder B-cycle, Shared Paths of Boulder, Community Cycles	Yes
Burlington	1	Vermont Goldsprints	Yes
Charleston	2	SC Coastal Conservation League, Charleston Moves	Yes
Chattanooga	**3**	Like Riding A Bicycle, Chattanooga- Hamilton County Health Department, Bike Walk Chattanooga	Yes
Davis	2	The Bike Campaign & Bike Garage, Bike Davis	Yes
Eugene	**4**	Bikelane Coalition, Whiteaker Community Council, Point2point Solutions, University of Oregon Bike Program	Yes
Fort Collins	**3**	Bike Fort Collins, Friends of the Fort Collins Bicycle Program, Bicycle Cooperative of Fort Collins	Yes
Honolulu	2	Maui Bicycling League, Hawaii Bicycling League	Yes
Madison	2	We Are All Mechanics, LLC, Madison Bikes Inc.	Yes
Missoula	**3**	Bitterroot Trail Preservation Alliance, Missoulians On Bicycles, Bike/Walk Alliance for Missoula, Inc.	Yes
New Orleans	1	Bike Easy	Yes
Pittsburgh	**3**	Pittsburgh Green House, Maya Organization, Bike Pittsburgh	Yes
Salt Lake City	1	Salt Lake County, Utah	Yes
Spokane	1	Bike to Work Spokane | Spokane Bikes	Yes
St. Louis	1	Trailnet	Yes

Most large cities (46 out of 50) and all other cities reviewed for the Benchmarking Report have at least one member group of the League of American Bicyclists. A similar number also report having Bicycle and/or pedestrian advisory committees composed of citizens that liaise with officials to improve conditions for people who bike and walk.

Topic References

81 The League of American Bicyclists. *Bicycle Friendly Community Survey* data from questions C1-3, C5, D5, and BMR2-3. The Alliance for Biking and Walking. *Bicycling and Walking in the United States: 2016 Benchmarking Report*. Available at https://bikeleague.org/sites/default/files/2016BenchmarkingReport_web.pdf. The most recent year reported to either survey was used for this chart and is identified in the Appendix for each city.

82 See footnote 81.

83 The League of American Bicyclists. *Bicycle Friendly Community Survey* data from questions F3, E2, and BMR4-6 and BMR8. The Alliance for Biking and Walking. *Bicycling and Walking in the United States: 2016 Benchmarking Report*. Available at https://bikeleague.org/sites/default/files/2016BenchmarkingReport_web.pdf. The most recent year reported to either survey was used for this chart and is identified in the Appendix for each city.

84 See footnote 83.

85 The League of American Bicyclists. *Bicycle Friendly Community* application data (2003-2018). Walk Friendly Communities. *Communities* (2011-2018). Available at http://walkfriendly.org/communities/. National Association of City Transportation Officials (NACTO). *Member Cities*. Available at https://nacto.org/member-cities/.

86 See footnote 85.

87 The League of American Bicyclists. Advocacy Organization Member Data. Available at https://bikeleague.org/bfa/search/map. The League of American Bicyclists. *Bicycle Friendly Community Survey* data from question F5. Alliance for Biking and Walking. *Bicycling and Walking in the United States: 2016 Benchmarking Report*. Available at https://bikeleague.org/sites/default/files/2016BenchmarkingReport_web.pdf. The most recent year reported to either survey was used for this chart and is identified in the Appendix for each city.

88 See footnote 87.

3.9 - CITIES: FUNDING FOR BIKING & WALKING

Reported Spending on Biking & Walking

Data on spending and spending targets appears more difficult to obtain than other data. Blank cells in the tables for Figure 3.9.1 reflect cities that did not provide answers. "Unknown" reflects cities that used open-ended portions of their survey to say they could not provide an estimate because it was not known to them. "Not reported" reflects cities that otherwise provided data but did not report data for these questions.

Cities that did report funding showed a wide range in the amount dedicated to bicycling and walking. Among large cities, five cities reported funding of less than $1 per capita and three cities reported funding of at least $40 per capita. If these reported figures are correct, then they show large differences in the priority or costs of investments in bicycling and walking in different cities.

Photo by Mark Klotz (@Flickr)

FIGURE 3.9.1A - REPORTED SPENDING ON BIKING & WALKING, LARGE CITIES [89]

Legend: **Green** = 3 to 5 highest values; **Blue** = Target spending reported

COMMUNITY	CITY HAS A SPENDING TARGET	% OF TOTAL ANNUAL TRANSPORTATION BUDGET INVESTED IN BICYCLE PROJECTS (5 YR AVG)	% OF TOTAL ANNUAL TRANSPORTATION BUDGET INVESTED IN PEDESTRIAN PROJECTS (5 YR AVG)	DEDICATED CITY FUNDS TO BIKE/PED IN MOST RECENT YEAR AVAILABLE	DEDICATED REPORT FUNDING OR TARGET PER CAPITA
Albuquerque		**15%**		$4,000,000	$7.18
Arlington, TX	No				
Atlanta		Unknown	Unknown		
Austin					
Baltimore					
Boston	No			Unknown	
Charlotte		10%		$3,000,000	$3.71
Chicago					
Cleveland		10%		**$19,000,000**	**$48.82**
Colorado Springs		Unknown			
Columbus, OH	5%			$14,944,000	$17.85
Dallas	Yes				
Denver	$2,200,000	10%	9%		**$3.32**
Detroit	Not Reported	Not Reported	Not Reported	Not Reported	
El Paso				**$15,150,000**	**$22.34**
Fort Worth		Unknown	Unknown		
Fresno					
Houston	$1,100,000	Unknown	Unknown		**$0.49**
Indianapolis	No			$3,000,000	$3.54
Jacksonville	$10,725,000	1%	Unknown		**$12.52**
Kansas City, MO	1%	**20%**			
Las Vegas	Not Reported				
Long Beach	2%				
Los Angeles		Unknown		$1,294,684	$0.33
Louisville	$312,500	Unknown	Unknown		**$0.51**
Memphis					
Mesa	$750,000	**25%**	**15%**		**$1.59**
Miami		Unknown			
Milwaukee	No			$1,100,000	$1.84
Minneapolis					
Nashville					
New York City	No				
Oakland	$673,860	12%	**26%**		**$1.64**
Oklahoma City				**$24,877,014**	**$40.12**
Omaha	Not Reported			$250,000	$0.56
Philadelphia		Unknown	Unknown		
Phoenix	Yes			Not Reported	
Portland, OR	Not Reported	Unknown	Unknown		
Raleigh	No			$1,573,000	$3.56
Sacramento		**15%**	7%		
San Antonio	1%			$9,500,000	$6.60
San Diego	$700,000	5%	**40%**		**$0.51**
San Francisco	Yes	**15%**			
San Jose	No			$11,525,000	$11.42
Seattle	No			**$30,000,000**	**$44.85**
Tucson		2%	2%		
Tulsa	$722,500	6%	Unknown		**$1.81**
Virginia Beach					
Washington, DC	$11,000,000	5%	Unknown		**$16.69**
Wichita, KS	$615,000	2%			**$1.58**

FIGURE 3.9.1B - REPORTED SPENDING ON BIKING & WALKING, SMALL OR MID-SIZED CITIES [90]

Legend: **Green** = 3 to 5 highest values; **Blue** = Target spending reported

COMMUNITY	CITY HAS A SPENDING TARGET	% OF TOTAL ANNUAL TRANSPORTATION BUDGET INVESTED IN BICYCLE PROJECTS (5 YR AVG)	% OF TOTAL ANNUAL TRANSPORTATION BUDGET INVESTED IN PEDESTRIAN PROJECTS (5 YR AVG)	DEDICATED CITY FUNDS TO BIKE/PED IN MOST RECENT YEAR AVAILABLE	DEDICATED REPORT FUNDING OR TARGET PER CAPITA
Albany	No			$15,000	$0.15
Anchorage		**12%**		$2,000,000	$6.68
Baton Rouge	No				
Bellingham	$2,000,000	**50%**	**25%**	$2,000,000	**$23.68**
Boulder	Yes			**$6,556,238**	**$62.19**
Burlington	$350,000	Unknown	Unknown		**$8.22**
Charleston	Not Reported				
Chattanooga	No			$1,227,420	$7.00
Davis					
Eugene	Yes				
Fort Collins	$500,000	2%	Not Reported	$500,000	$3.18
Honolulu	At least $400,000			**$3,787,000**	**$10.83**
Madison	$550,000	Unknown	Unknown		**$2.24**
Missoula		Unknown			
New Orleans				**$2,750,000**	$7.18
Pittsburgh				$2,000,000	$6.55
Salt Lake City		**34%**	Unknown		
Spokane	No				
St. Louis		3%		$200,000	$0.63

Topic References

89 The League of American Bicyclists. *Bicycle Friendly Community Survey* data from questions F7c, F7f, F7f1, and alternate minimum survey question 7 (spending target); F10, BMR14, and alternate minimum survey question 8 (percentage of budget); and F7c1 and alternate minimum survey questions 11 and 12 (most recent year dedicated funds). Alliance for Biking and Walking. *Bicycling and Walking in the United States: 2016 Benchmarking Report.* Available at https://bikeleague.org/sites/default/files/2016BenchmarkingReport_web.pdf. The most recent year reported to either survey was used for this chart and is identified in the Appendix for each city. U.S. Census Bureau. *American Community Survey* Table B01003 5-year estimate (2016).

90 See footnote 89.

3.10 - CITIES: INFRASTRUCTURE FOR PEOPLE BIKING & WALKING

Bike Sharing

The Benchmarking Report began reporting on bikeshare systems in the 2012 edition. In 2012, there were 5 large cities reporting that they had a bikeshare system. Since then, bikeshare systems have become near ubiquitous with all but two large cities having a bikeshare system or having one preparing to launch.

Private dock-less bikeshare systems that have proliferated in recent years, from providers such as Lime, Ofo, Spin, and others were not reviewed for the Benchmarking Report. The survey questions of the Benchmarking Report reflect public participation in most systems where a city reported data.

Blue Bike Station, photo courtesy of Massachusetts Institute of Technology

FIGURE 3.10.1A - BIKE SHARING, LARGE CITIES [91]

Legend: Red = No bike share system reported as launched in community or only private dockless system(s) reported

COMMUNITY	BIKESHARE SYSTEM NAME	# OF BIKESHARE STATIONS	# OF BIKESHARE BIKES	BIKESHARE IMPLEMENTED BY GOV'T	BIKESHARE IMPLEMENTED BY NON-PROFIT
Albuquerque	Pace Bike Share	15	75		
Arlington, TX	Private Dockless only				
Atlanta	Relay Bike Share	72	500	Yes	
Austin	Austin B-cycle				
Baltimore	Baltimore Bike Share				
Boston	Hubway		1800		
Charlotte	Charlotte B-cycle	25	207		
Chicago	Divvy				
Cleveland	UHBikes	25	250		
Colorado Springs	PikeRide (launching 2018)				
Columbus, OH	CoGo Bike Share				
Dallas	Private Dockless only				
Denver	Denver B-cycle	88	700		Yes
Detroit	MoGo				
El Paso	SunCycle B-cycle				
Fort Worth	Fort Worth Bike Sharing	46	350		Yes
Fresno					
Houston	Houston B-Cycle	51	425	Yes	Yes
Indianapolis	Indiana Pacers Bike Share				
Jacksonville	Swarm				
Kansas City, MO	Kansas City B-cycle	30	161		
Las Vegas	RTC Bike Share	21	180		
Long Beach	Long Beach Bike Share	60	400		
Los Angeles	Metro Bike Share	65	1000		
Louisville	LouVelo	28	305	Yes	
Memphis	Explore Bike Share				
Mesa	Grid Bike Share	113	854	Yes	
Miami	Citi Bike	175	1750		
Milwaukee	Bublr Bikes				
Minneapolis	Nice Ride				
Nashville	Nashville B-cycle				
New York City	Citi Bike				
Oakland	Ford GoBike	73	800	Yes	
Oklahoma City	Spokies	7	95		
Omaha	Heartland B-cycle	35	199	Yes	Yes
Philadelphia	Indego Bike Share	122	1200	Yes	Yes
Phoenix	Grid Bike Share		500		
Portland, OR	Biketown	123	1000	Yes	Yes
Raleigh	Planned		300		
Sacramento	Tower Bridge Bike Share (name likely to change)	400	900	Yes	
San Antonio	Swell Cycle	55	450	Yes	Yes
San Diego	Discover Bike	100	700	Yes	
San Francisco	Ford GoBike	35	350		
San Jose	Ford GoBike				
Seattle	Private Dockless only				
Tucson	Tugo Bike Share	36	330	Yes	
Tulsa	Tulsa Bike Share	25	160		Yes
Virginia Beach					
Washington, DC	Capital Bikeshare	266	2136	Yes	
Wichita, KS	Bike Share ICT	18	100		Yes

FIGURE 3.10.1B - BIKE SHARING, SMALL OR MID-SIZED CITIES [92]

Legend: Red = No bike share system reported as launched in community or only private dockless system(s) reported

COMMUNITY	BIKESHARE SYSTEM NAME	# OF BIKESHARE STATIONS	# OF BIKESHARE BIKES	BIKESHARE IMPLEMENTED BY GOV'T	BIKESHARE IMPLEMENTED BY NON-PROFIT
Albany	CDPHP Cycle				
Anchorage					
Baton Rouge	Some planning				
Bellingham	Launching in 2018				
Boulder	Boulder B-cycle				
Burlington	Greenride BikeShare	15	100	Yes	Yes
Charleston	Holy Spokes				
Chattanooga	Chattanooga Bicycle Transit System				
Davis	JUMP				
Eugene	PeaceHealth Rides				
Fort Collins	Fort Collins Bike Share	17	91	Yes	Yes
Honolulu	Biki	100	1000	Yes	Yes
Madison	Madison Bcycle	44	365	Yes	Yes
Missoula	Dasani Blue Bikes				
New Orleans	Blue Bikes				
Pittsburgh	Healthy Ride				
Salt Lake City	GREENbike Salt Lake City Bike Share	32	294	Yes	Yes
Spokane	Planned				
St. Louis	St. Louis Bike Share				

In 2014, the North American Bikeshare Association (NABSA) was incorporated and it hired its first Executive Director in 2017. NABSA currently has over 70 members, including members outside of North America. According to NABSA, there were over 50,000 bikeshare bikes in the United States in 2016 and 28 million trips were taken on bike share bikes in 2016. [93]

Bike Share, photo by Minnesota DOT (@Flickr)

Reported Bicycle & Pedestrian Infrastructure

FIGURE 3.10.2A - REPORTED BICYCLE & PEDESTRIAN INFRASTRUCTURE, LARGE CITIES [94]

Legend: **Green** =5 highest values; **Red** = 5 lowest values

COMMUNITY	MILES OF PAVED PUBLIC PATHS	MILES OF PROTECTED & BUFFERED BIKE LANES	MILES OF OTHER BIKE LANES	MILES OF BIKE INFRASTRUCTURE PER SQUARE MILE	MILES OF SIDEWALKS	MILES OF SIDEWALKS PER SQUARE MILE
Albuquerque	**152**	15.5	215	2.0	Not reported	Not reported
Arlington, TX	37	**0**	11.6	0.5	**1188**	12.4
Atlanta	42	9	47	0.7	**884**	6.6
Austin	27	**37.6**	**0**	**0.2**	Not reported	Not reported
Baltimore	35	1.45	35	0.9	Not reported	Not reported
Boston	53	6.8	102	**3.4**	Not reported	Not reported
Charlotte	50	3	69	0.4	Not reported	Not reported
Chicago	42	**85.5**	99	1.0	Not reported	Not reported
Cleveland	42.3	1.5	33	1.0	Not reported	Not reported
Colorado Springs	78.4	**0**	120.6	1.0	Not reported	Not reported
Columbus, OH	**147**	9.5	55.5	1.0	2340	10.8
Dallas	103	8.1	**5**	**0.3**	**4972**	14.6
Denver	64.6	12.33	**330**	2.7	3500	22.9
Detroit	Not reported	Not reported	Not reported	Not reported	Not reported	Not reported
El Paso	**16**	**0**	80.3	0.4	2510	9.8
Fort Worth	51.4	8.0	65.2	0.4	2500	7.4
Fresno	**18**	**0**	155	1.5	Not reported	Not reported
Houston	**220**	1.5	**6.7**	0.4	4490	7.5
Indianapolis	73.1	10	75	0.4	1466	**4.1**
Jacksonville	30.3	**0**	179.6	**0.3**	3114.1	**4.2**
Kansas City, MO	115	7	37	0.5	2233	7.1
Las Vegas	36.5	14.9	61.87	0.8	Not reported	Not reported
Long Beach	38.6	7.3	153	**4.0**	Not reported	Not reported
Los Angeles	119.7	6.7	**377**	1.1	Not reported	Not reported
Louisville	69	5.2	151	0.7	1800	**5.5**
Memphis	37.6	4.89	63.1	**0.3**	Not reported	Not reported
Mesa	28	12.3	57.5	0.7	Not reported	Not reported
Miami	**23.3**	5.31	16.7	1.3	Not reported	Not reported
Milwaukee	**24**	1.8	165	2.0	3000	**31.3**
Minneapolis	94	**95**	70	**4.8**	Not reported	Not reported
Nashville	113	**0**	90.2	0.4	Not reported	Not reported
New York City	**310**	**51**	**360**	2.4	**12750**	**42.1**
Oakland	**0**	**0**	13	**0.2**	**1120**	20.0
Oklahoma City	81	0.5	**7**	**0.1**	2500	**4.1**
Omaha	**138**	5	13.1	2.0	Not reported	Not reported
Philadelphia	Not reported	Not reported	Not reported	Not reported	2700	20.1
Phoenix	51	11	**496**	1.1	Not reported	Not reported
Portland, OR	94.3	29.0	207.7	2.5	2455	18.5
Raleigh	97.6	0.4	42.8	1.0	**849**	5.9
Sacramento	41.5	7	107.6	1.6	Not reported	Not reported
San Antonio	83	1	219	0.7	**4511**	9.8
San Diego	132.5	6.4	329.7	1.4	**5000**	15.4
San Francisco	69.5	30.9	152.5	**5.4**	Not reported	Not reported
San Jose	113	**66**	**376**	**3.1**	**6400**	**36.2**
Seattle	48	9.5	98	1.9	2268	**27.0**
Tucson	61.9	**0**	**7**	**0.3**	1800	7.9
Tulsa	60	9.5	72.1	0.7	**1002**	**5.1**
Virginia Beach	57.2	0.1	19.6	**0.3**	Not reported	Not reported
Washington, DC	74.1	2.3	21	1.6	1922	**31.5**
Wichita, KS	70	6.3	11	0.6	2700	19.9

FIGURE 3.10.2B - REPORTED BICYCLE & PEDESTRIAN INFRASTRUCTURE, SMALL OR MID-SIZED CITIES [95]

Legend: **Green** = 5 highest values; **Red** = 5 lowest values

COMMUNITY	MILES OF PAVED PUBLIC PATHS	MILES OF PROTECTED AND BUFFERED BIKE LANES	MILES OF OTHER BIKE LANES	MILES OF BIKE INFRASTRUCTURE PER SQUARE MILE	MILES OF SIDEWALKS	MILES OF SIDEWALKS PER SQUARE MILE
Albany	7	0	3.9	0.5	289	13.5
Anchorage	350	0	80.6	3.1	Not reported	Not reported
Baton Rouge	9	0	25.7	0.5	938	12.2
Bellingham	9.1	1.8	29.3	1.5	160	5.9
Boulder	60	5.5	73	5.6	456	18.5
Burlington	16.45	2.7	7.3	2.6	127	12.3
Charleston	Not reported	Not reported	Not reported	Not reported	Not reported	Not reported
Chattanooga	28	0	17	0.3	488	3.6
Davis	65	3	70	14.0	Not reported	Not reported
Eugene	46	4.7	182	5.3	772	17.7
Fort Collins	65	16.5	183	4.9	Not reported	Not reported
Honolulu	47	8.2	125.3	3.0	4000	65.6
Madison	16	3	298	4.1	1197	15.6
Missoula	20	1.6	33	2.0	Not reported	Not reported
New Orleans	30.2	8.2	59.4	0.6	2650	15.7
Pittsburgh	21	6.5	29.2	1.0	2040	36.8
Salt Lake City	60	101	212	3.4	998.7	9.0
Spokane	74.7	0	35.5	1.9	1265	21.4
St. Louis	39	24	24.9	1.4	Not reported	Not reported

Casual ride on citibikes, photo by NYC DOT (@Flickr)

Bicycle and Pedestrian infrastructure are very important to the safety and comfort of people who bike and walk but has been difficult to track over time in the Benchmarking Report. Cities can and do have different ways of tracking infrastructure data, and over time the Benchmarking Report data has also reflected those differences. One source of inconsistency is whether miles of infrastructure are reported as lane miles (meaning a street with sidewalks on both sides would count for twice the length of the street) or centerline miles (meaning a street with sidewalks on both sides would only count for the length of the street).

Pedestrian infrastructure, in the form of sidewalks, was significantly less reported than bicycle infrastructure. Miles of sidewalks was not reported in nearly half of large cities (23 out of 50) and about a third of the other cities reviewed for the Benchmarking Report (6 out of 19). Where it was reported, it was often much more common on an absolute and per square mile basis than bicycle infrastructure.

Yale University, a Bicycle Friendly University, and Bike Share

Topic References

91 The League of American Bicyclists. *Bicycle Friendly Community Survey* data from question B21 and alternate minimum survey questions 19 and 20. Alliance for Biking and Walking. *Bicycling and Walking in the United States: 2016 Benchmarking Report*. Available at https://bikeleague.org/sites/default/files/2016BenchmarkingReport_web.pdf. The most recent year reported to either survey was used for this chart and is identified in the Appendix for each city. If survey data did not provide system name, then system name was obtained from public website listed in Appendix..

92 See footnote 91.

93 North American Bikeshare Association. *Media Kit*. Available at https://nabsa.net/media-kit/.

94 The League of American Bicyclists. *Bicycle Friendly Community Survey* data from questions B14 and B16 and BMR Supplemental question BMR1. Alliance for Biking and Walking. *Bicycling and Walking in the United States: 2016 Benchmarking Report*. Available at https://bikeleague.org/sites/default/files/2016BenchmarkingReport_web.pdf. The most recent year reported to either survey was used for this chart and is identified in the Appendix for each city. See also footnote 5.

95 See footnote 94.