

# Bicycle Friendly State

## 2024 Survey

### THE BICYCLE FRIENDLY STATE PROGRAM

The Bicycle Friendly State program is meant to provide comparisons between states on their efforts to improve bicycling. Our goal with this program is to help Governors, Legislators, and DOT Leadership understand where their state ranks amongst other states in activities that improve bicycling.

We appreciate the DOT staff who complete this survey and help us provide relevant and actionable information so that our rankings achieve our goal. We want to support the work of the DOT staff working on active transportation issues without taking too much of your time. If you have any questions as you review this survey, please let us know so that we can answer them.

### TO APPLY

Surveys are only accepted online. To submit a survey, visit <https://bikeleague.secure-platform.com/a/organizations/main/home>.

Email questions regarding the BFS survey or process to [ken@bikeleague.org](mailto:ken@bikeleague.org)

### DEADLINE

**July 26, 2024**

### APPLICATION TIPS

- **You should answer every question on this survey to the best of your ability.** We don't expect any state to do everything, but we want information on everything so we can understand differences between states.
- **The survey consists of 36 survey questions and 3 general open-ended questions where you can provide additional information that will help us understand your state.**
  - For 16 of the 36 survey questions, the League plans to initially answer those questions with public data or data that we have obtained from a prior survey. These questions are identifiable by:
    1. having a gray font.
    2. having an explanatory paragraph that generally includes the data source that we will use to answer the question.
    3. not asking you to answer them, but they do provide a space to provide additional information. *You do not have to provide answers to these questions.*
  - For 2 of the 36 questions, the data provided will not be used for a state's Bicycle Friendly State ranking. These questions are identifiable by the italicized phrase: *"This data is not judged for the Bicycle Friendly State ranking, but is used for the Benchmarking Report."*
- If your state is doing something that isn't listed in the checkboxes, or that goes above and beyond any of the check box options, please tell us about it! The 'General Overview' section at the end of the survey provides two opportunities to give us more details. This not only helps us to better understand your state, it also helps improve the program by identifying new trends and best practices.



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## 2024 SURVEY

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# BICYCLE FRIENDLY STATE

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### APPLICANT INFORMATION

**State**

Text Box:

**First Name** This is linked to your user profile and will auto-fill.

**Last Name** This is linked to your user profile and will auto-fill.

**Job Title** This is linked to your user profile and will auto-fill.

**Company/Organization Name** This is linked to your user profile and will auto-fill.

**Email Address** This is linked to your user profile and will auto-fill.

**Are there any additional contacts that should be included on communications about the Bicycle Friendly State program for your state?**

- Yes
- No

If Yes, the following fields will appear.

Name of Contact (first and last):	<input type="text"/>
Contact's Organization	<input type="text"/>
Contact's Email Address	<input type="text"/>

Would you like to add another contact?

- Yes [if selected form repeats]
- No

You can add up to 6 additional contacts. If you have additional contacts then there is a large text box where you can enter each contact's name (first and last), the name of their organization, and their email address. Please separate each of those three items by a semi-colon (;) so that the information is easy to manage.



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### FUNDING

#### F1. Analysis of FHWA Spending Data

The League will provide an analysis of FHWA data from the Fiscal Management Information System (FMIS). Data can be found at <https://data.bikeleague.org/data/states-funding-for-biking-walking/>. Our analysis looks at the % of federal funds spent on bike/ped and per capita federal funds spent on bike/ped. If you would like to provide additional information on how your state has used FHWA funds for bicycling and/or walking-related investments then please do so here.

Link:

#### F2. Analysis of Transportation Alternative Set-Aside Reporting

The League will provide an analysis of [FHWA data](#). The 2015 FAST Act created a reporting requirement for project applications to the Transportation Alternative set-aside within the Surface Transportation Block Grant Program. Our analysis looks at whether Transportation Alternatives funds are being used for biking and walking projects. If you would like to provide additional information on how your state has used FHWA funds for bicycling and/or walking-related investments then please do so here.

Link:

#### F3. If eligible, did your state apply for 405 non-motorized safety funding?

The League will answer this question based on information available here:

<https://www.nhtsa.gov/highway-safety-grants-program>. If you disagree with that data, then please provide additional information supporting your position.

Text Box:

#### [New] F4. If subject to it, did your state comply with the Highway Safety Improvement Program Vulnerable Road User Special Rule?

The Infrastructure Investment and Jobs Act created the [HSIP VRU Special Rule](#) that requires every state where the total annual fatalities of vulnerable road users represents not less than 15 percent of the total annual crash fatalities in the State to obligate not less than 15 percent of the amounts apportioned to the State for highway safety improvement projects to address the safety of vulnerable road users.

Text Box:



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**[New] F5. Does your state Department of Transportation provide technical assistance to local governments related to the following federal funding programs?**

- Transportation Alternatives
- Safe Streets and Roads for All
- Highway Safety Improvement Program
- Surface Transportation Block Grant
- Local Projects (assistance for accessing federal funds for local projects)
- Safe Routes to School
- Other

**F6. What was the amount of state funding (i.e. derived from state revenue sources) allocated to bicycling and walking projects and programs in FY2023?**

Many states choose to report this amount to the nearest thousand or million, based upon the size of legislative appropriations, grant funding programs, or other allocations. This question is not asking about actual spending. You can see past data from this question reported in Figure 2.7.6 of the Benchmarking Report, available here:

<https://data.bikeleague.org/data/states-funding-for-biking-walking/#reported-state-funding-for-bicycling-walking>.

Number  
Box:

## INFRASTRUCTURE

**I1. Does your state DOT include design guidance on the following facilities in a bike and/or pedestrian plan, state DOT document, or by reference to an AASHTO, NACTO, or another design guidance document:**

Please mark all that are appropriate.

- Bicycle lanes
- Bicycle and/or shared use paths
- Protected bike lanes
- Rural bicycling routes
- Rumble strips along bicycling routes
- Buffered bike lanes
- Bike boxes or other bike-oriented intersection treatments
- HAWK signals, Rectangular Rapid Flashing Beacons, or similar enhanced non-motorized crossings
- Sidewalks
- Leading pedestrian intervals
- Raised pedestrian and/or path crossings
- Pedestrian priority zones/ slow streets
- Low-cost plazas/parklets/sidewalk expansion



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If you mark protected bike lanes, please provide a link to your state DOT's design guidance for protected bike lanes.

Text Box:

**12. Did the state DOT sponsor one or more trainings that included instruction on the following infrastructure type in the last two years?**

- Protected bike lanes
- Rural bicycling routes
- Rumble strips along bicycling routes
- Buffered bike lanes
- Bicycle signals
- Bike boxes or other bike-oriented intersection treatments
- HAWK signals, Rectangular Rapid Flashing Beacons, or similar enhanced crossings
- Pedestrian priority zones/ slow streets
- Leading pedestrian intervals
- Low-cost plazas/parklets/sidewalk expansion
- None of the Above

**13. Are protected or separated bike lanes installed on any state-controlled roadway in your state?**

- Yes, one location
- Yes, multiple locations
- No
- No, but a shared use path within or adjacent to the right-of-way is provided in one location
- No, but a shared use path within or adjacent to the right-of-way is provided in multiple locations
- Not sure

**14. Does your state DOT use Safe System principles when setting roadways speeds?**

A Safe System Approach to traffic safety prioritizes reducing kinetic energy so that crashes that occur are survivable without serious injury, and emphasizes the responsibility of transportation agencies to design for safety. Safe System principles may be implemented through concepts like [self-enforcing roadways](#), target speeds, and context-sensitive speed limit setting. The Manual on Uniform Traffic Control Devices [Section 2B.21](#) now requires consideration of context when setting speed limits.

- Yes
- No
- Not sure
- Not Applicable



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If Yes, Please provide a link or describe the policy (Optional).

Text Box:

### [New] I5. Does your state DOT prioritize bicycle investments based on any of the following factors?

Please mark all that are appropriate.

- A project list and/or map developed as part of a statewide bike plan
- A project list and/or map developed as part of the federally-required Vulnerable Road User Safety Assessment
- Project lists or maps developed by Metropolitan Planning Organizations in the state
- Project lists or maps developed by other planning entities in the state
- Other
- None of the Above

If Other, please explain.

Text Box:

### [New] I6. What percentage of projects built using the Bridge Improvement Program and included replacing or rehabilitating a bridge deck, also included bicycle and pedestrian access?

- Less than 25%
- 25-50%
- 51-75%
- 100%
- Not sure

## LAWS

### L1. Does your state define a safe passing distance for motorists overtaking bicyclists?

The League will answer this question based on information available here: <https://datawrapper.dwcdn.net/fl5wl/1/>. If you disagree with that data, then please provide a citation for the law that contradicts it.

Text Box:

### L2. Does your state maintain and allow public inspection of statistical information for each traffic law violation-related stop made by a law enforcement officer in the State regarding the race and ethnicity of the driver, any passengers, or people on foot or bike?

States that maintain statistical information and allow public inspection of each motor vehicle stop regarding the race and ethnicity of each driver are eligible for federal funding under [NHTSA's Racial Profiling Prohibition Grant program](#). In FY2020 only four states utilized that grant funding, but that increased to ten states in FY2023.



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Current federal law does not include stops of people biking and walking. We are asking this question to understand state data collection practices. Your Governor's Highway Safety Office or Attorney General's office may have more information about these practices.

- Yes
- No
- Not Sure

If you would like to provide a link or describe any state practices to reduce racial disparities in traffic stops please do so in this text box.

Text Box:

### L3. State statutory speed limits and local authority to set lower speed limits

A Safe System Approach to traffic safety prioritizes reducing kinetic energy so that crashes that occur are survivable without serious injury. Statutory speed limits typically set default speed limits and the rules that localities must follow to change speed limits from the default speed limit. A person walking is [four times as likely to die](#) if hit by a vehicle going 30 mph than 20 mph, making the default speed limits of urban, business, and residential districts an important factor in bicyclist and pedestrian safety.

The League will answer this question based on urban, business, and residential district speed limits; provisions that allow for localities to implement lower speed limits; and school zone speed limits. The League recently published a report on speed limits that is available here:

<https://bikeleague.org/wp-content/uploads/2024/04/Setting-Speed-Limits-for-Health-and-Safety.pdf>

We will share data specific to your state at the same time as other data the League plans to provide. If you disagree with that data, or would like to describe additional data that should be considered, please do so in the following text box.

Text Box:

### L4. Does your state permit photo enforcement of traffic laws?

The League will answer this question based on information available here:

<https://www.ghsa.org/state-laws/issues/speed%20and%20red%20light%20cameras>. If you disagree with that data, then please provide a citation for the law that contradicts it.

Text Box:





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### PLANNING

#### P1. Does your state have a complete streets policy?

The League will answer this question based upon information available

here: <https://smartgrowthamerica.org/program/national-complete-streets-coalition/policy-development/policy-atlas/>. If that information is not correct, please provide a link to your policy below.

Link:

#### P2. Does the state have a statewide bike plan and/or a combined bike and pedestrian plan that was adopted within 10 years of calendar year 2024?

We will share data specific to your state at the same time as other data the League plans to provide.

- Yes
- No

If Yes, What year was the most recent plan adopted?

Text Box:

Please provide a link to the plan.

Text Box:

#### P3. Does the state have a statewide pedestrian plan that was adopted within 10 years of calendar year 2024?

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

- Yes
- No

If Yes, What year was the most recent plan adopted?

Text Box:

#### P4. Does your state DOT plan to begin or finish an update to any bike/ped plan within the next year?

We ask this question so that a state is not unintentionally missed in questions EP1 or EP2. This question is not scored for the Bicycle Friendly State ranking.

- Yes
- No



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**[New] P5. If a statewide bike plan was identified in P2, what percentage of that plan has been implemented?**

- Less than 25%
- 25-50%
- 51-75%
- 100%
- Not sure

**[New] P6. In 2023, the USDOT finalized a rule that requires each state DOT to track greenhouse gas emissions. In addition to that rule, how does your state DOT consider transportation-related greenhouse gas emissions?**

- There is a legislative mandate in your state to reduce transportation-related GHG
- Your state DOT considers GHG emissions in a formal processes related to project selection
- Your state DOT has a policy or goal to reduce GHG emissions, but no formal process or consideration
- Your State DOT has no policy, goal, or consideration of GHG emissions
- Not sure

If you would like to provide a link or describe any state practices to reduce greenhouse gas emissions from transportation please do so in this text box.

Text Box:

## CAPACITY & SUPPORT

**C1. Does the state DOT have a full-time bike/ped coordinator, program manager or equivalent position?**

- Yes
- No

If No, Please tell us more:

- The bike/ped coordinator is a part-time position
- The bike/ped coordinator is a responsibility of an employee with other responsibilities
- The bike/ped coordinator position has been vacant for more than 12 out of the past 18 months
- Other

If Other, Please describe.

Text Box:

**C2. Does your state DOT have designated or full-time bike/ped staff at each division office?**

- Yes – designated
- Yes – full-time
- No – half or more of division offices have bike/ped staff, but not all



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- No – less than half of division offices do not have bike/ped staff
- No – no division offices have bike/ped staff
- Not Sure
- Not Applicable

### C3. Did your state DOT sponsor or host at least one conference open to the public focused on biking and/or walking within the last 18 months?

- Yes
- No

If Yes, please provide a link to a website that shows a schedule for the conference [Required].

Link:

### C4. Does your state have any of the following groups for public engagement?

- Bicyclist Advisory Council
- Pedestrian Advisory Council
- Combined Bicyclist and Pedestrian Advisory Council
- Any other group to provide engagement between the state DOT and people who bike and walk

### C5. Is there an active statewide bicycle or pedestrian advocacy group?

The League will provide the name(s) of currently active advocacy groups in your state at least one month before the deadline for this application. If you would like to submit additional information please do so here.

- I'd like to provide information for another group
- All groups that I am aware of were identified
- I am not familiar with the named group(s)

If "I'd like to provide information for another group" is selected, then the following fields will appear.

- Please enter the name of the statewide bicycle and pedestrian group(s)
- Please enter a contact name for the group named above
- Please enter an email address for the contact named above
- Would you like to enter another group? [repeats form]



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## SAFETY

### S1. Has your state DOT set a target to reduce vulnerable road user fatalities and serious injuries?

This question will be answered based on the data provided to the FHWA based upon the [Safety Performance Measure Final Rule](#) adopted in 2016 that requires each state to set annual safety performance targets in their HSIP report, including targets for the “number of non-motorized fatalities and number of non-motorized serious injuries combined.”

If you would like to provide additional information, please do so here.

Text Box:

### S2. Analysis of bicyclist fatalities

The League will provide the per capita fatality rate, per bike commuter fatality rate, rate of change of bicycle fatalities, and over-representation of bicyclist fatalities on state owned roadways. Data can be found at <https://data.bikeleague.org/show-your-data/state-data/states-biking-walking-road-safety/>. If you would like to provide any additional information about bicyclist fatalities in your state, please do so here.

Text box:

### [New] S3. Does your state include bicycling proficiency as part of the state’s education standards?

The League will provide an analysis of state education standards. If you would like to submit additional information about K-12 cycling education in your state, please do so here.

Text box:

### [New] S4. Does your state DOT administer or contract with any third-party organization to administer bicycle education in schools?

Example: The Washington state DOT’s [Washington Statewide School-Based Bicycle Safety Education Program](#) provides \$16.8 million for bicycle education in schools in the 2023-2025 biennium thanks to funding from 2022’s Move Ahead Washington transportation funding legislation. Based on the direction in the legislation, WSDOT has contracted with Cascade Bicycle Club, a third-party non-profit, to design and administer the program.



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- Yes
- No

If you would like to submit additional information about state DOT involvement in K-12 cycling education in your state, please do so here.

Text box:

## EVERY RIDE COUNTS

**R1. Has your state DOT implemented a program, or created a funding program for local entities, to conduct surveys and/or counts of people who bike and walk in the past 18 months?**

- Yes, and the state has submitted nonmotorized travel data to the [Travel Monitoring Analysis System](#) (TMAS)
- Yes, and the state is working to ensure that data is collected in a format suitable for TMAS submission
- Yes
- No

If Yes, Please provide a link to information about this program

Link:

**R2. Please indicate methodologies used for counting people who bike and walk that your state DOT has used or funded in the past 18 months:**

Please mark all that are appropriate.

- Continuous permanent counters
- Continuous mobile counters
- Pedestrian/Bicyclist Documentation Project counts
- Mobile app data (e.g. Strava metro or Streetlight data)
- Bikeshare or micro-mobility vendor data (e.g. data produced by a vendor according to a protocol like the [Mobility Data Specification](#) used by Los Angeles Metro or through a third party)
- Statewide travel survey
- Qualitative survey(s) about whether people feel comfortable biking or walking
- Other
- None of the Above

If Other, please explain.

Text Box:



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### R3. Analysis of people who bike

The League will provide an analysis of American Community Survey data regarding people who bike in your state. Data is available at <https://data.bikeleague.org/show-your-data/state-data/states-rates-of-active-commuting/>. If you would like to submit additional information about how many people bike in your state please do so here.

File Upload:

### R4. Does your state DOT have a goal for the prevalence of people biking in the state?

This goal may be expressed as a specific number of trips or percentage of mode share, or as a targeted growth in trips, mode share, or other data about the prevalence of bicycling.

- Yes
- No

If Yes, please describe:

Text Box:

### R5. Does your state DOT have a goal for the prevalence of people walking in the state?

This goal may be expressed as a specific number of trips or percentage of mode share, or as a targeted growth in trips, mode share, or other data about the prevalence of bicycling.

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- Yes
- No

If Yes, please describe:

Text Box:

## GENERAL OVERVIEW

**G1. Please list and describe up to three aspects that must be improved in order to improve your state for people who bike.**

Please separate each aspect by a semi-colon [;] so that we can easily separate each aspect.

Text Box:



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**G2. Please list and describe up to three currently existing State DOT efforts that you believe should be supported by state and local bicycling and walking advocates over the next year.**

If you want to brag about an accomplishment and see that accomplishment recognized on your report card, this is the place to brag. If you want to highlight a report, project, or other activity, this is the place to do that too.

Please separate each aspect by a semi-colon [;] so that we can easily separate each aspect.

Text Box:

**[New] G3: Would you be interested in partnering with the League, state, and/or local advocates to improve bicycling in your state?**

The five Bicycle Friendly Actions promoted by the League have been successfully acted upon by many states. With that success, they are becoming less useful for differentiating between states and we are interested in highlighting new actions that leading states are taking and that can inspire other states to act. Please let us know if you would like to be engaged in discussions about the future of our five Bicycle Friendly Actions and other ways we might recognize positive state actions regardless of ranking outcomes.

- I would like to be engaged in future discussions
- I am not in a position to stay engaged (e.g. contractor)
- I would like to provide feedback now, but not engage in future discussions
- I would not like to be engaged in future discussions

If you would like to provide feedback on priority actions now, please use this text box

Text Box: