

The background is a solid blue color with several white and light blue illustrations of people engaged in cycling and walking. At the top left, two women are walking on a path. Next to them, a person is riding a bicycle with a backpack. To the right, a person is riding a bicycle with a child seat. In the middle, a person is riding a bicycle with a backpack. Below that, a person is riding a bicycle with a child seat. At the bottom left, a person is riding a bicycle with a child seat. In the center, a person is riding a bicycle with a child seat. At the bottom right, a person is riding a bicycle with a child seat. There are also some stylized trees and bushes scattered throughout the background.

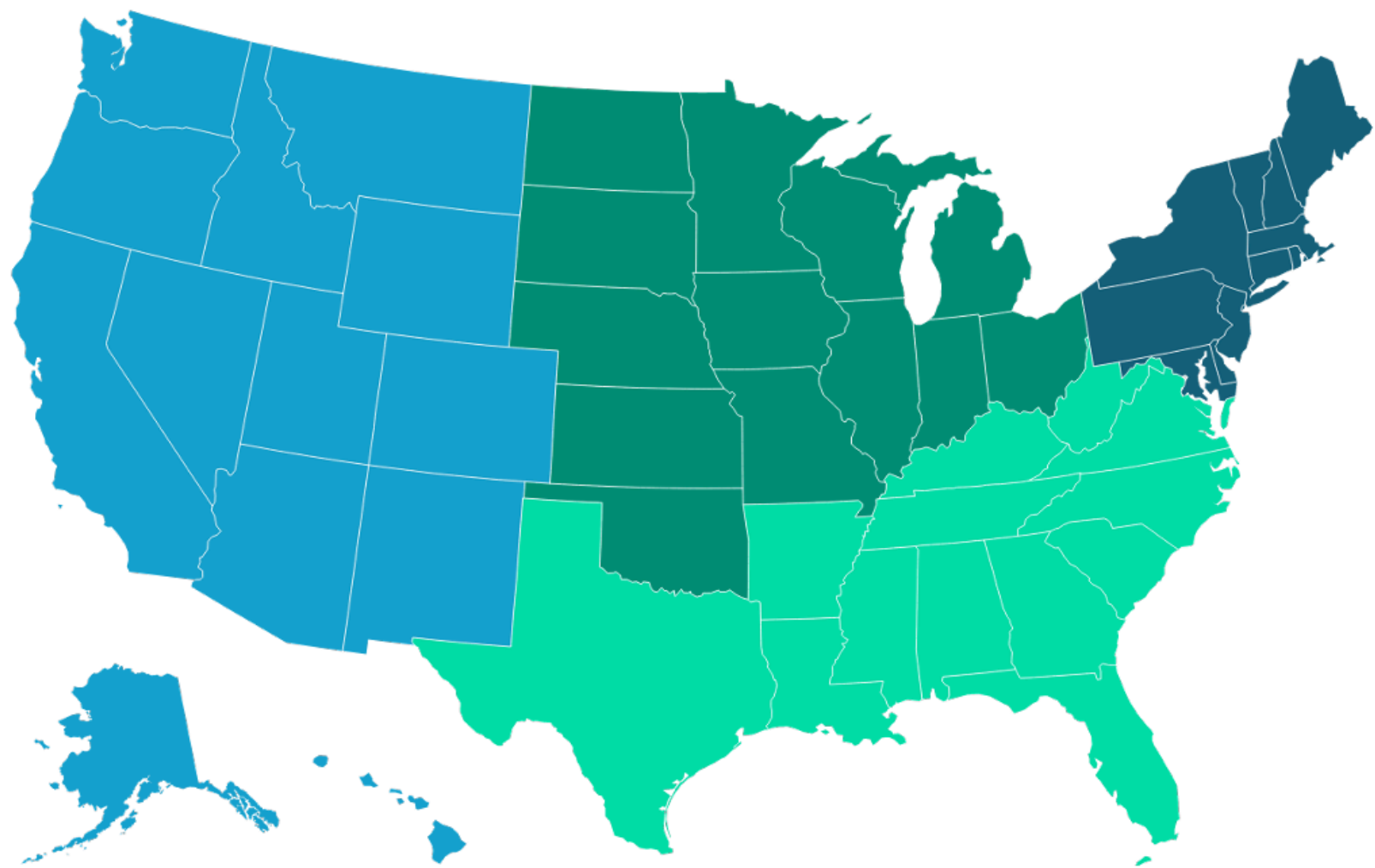
LEAGUE OF AMERICAN BICYCLISTS

# Life is better by bike

Building a Bicycle Friendly America for Everyone



# BICYCLE FRIENDLY STATE



■ Eastern ■ Midwestern ■ Southern ■ Western



# 2024 Bicycle Friendly State Ranking Preview

Tuesday, October 29th @ 3:00 PM ET

[BIKELEAGUE.ORG/WEBINARS](https://bikeleague.org/webinars)



# Bicycle Friendly State History

Since 2008

Every-other-year since 2015  
Historical rankings available



Feedback on Delaware's application to be designated a Bicycle Friendly State

The Bicycle Friendly State review committee was impressed with the potential and growing commitment to make Delaware a great place for bicyclists. The Honorable Mention given by the reviewers reflects their view that some of the key building blocks of creating a bicycle friendly state are in place but that some measures remain to be done. Reviewers were impressed with recent passage of Complete Streets legislation; encouragement efforts from the first state bike summit to the Wilmington Gran Prix and non-motorized transportation staff in each MPO.

The BFS review team expects great things in the future given the good statewide support and the coming improvements to the infrastructure and programs. Reviewers provided the following suggestions to further promote bicycling. Highlighted items are hyperlinked examples. Contact League staff for additional documentation and best practices.

**Legislation:**

- Consider instituting a Bike Caucus in your state legislature. The national [Congressional Bike Caucus](#) has been instrumental in building support for bicycle friendly legislation and funding, and is a good example.
- Cyclists along with pedestrians, equestrians and motorcycle riders are more vulnerable to serious injury or death than are drivers and passengers of automobiles. Delaware should work to pass legislation that further protects these road users and increase the fines and sentences for drivers who violate their rights to the road.
- Delaware should pass [Trip Reduction Ordinance](#) legislation in an effort to reduce Vehicle Miles Traveled and Single Occupancy Vehicles. Such an ordinance should include language promoting bicycling and other forms of active transportation.

## Criteria

- Peak of 80+ questions and 300+ potential options in 2015
- Current = 36 questions
  - ~100 potential answer options

Delaware BFS Report Card	
RANKING # 10 REGIONAL RANKING NORTHEAST #5	
Category Scores <small>Category 1 = High, 1 = Low</small>	
4	Legislation and Enforcement
3	Policies and Programs
3	Infrastructure and Funding
5	Education and Encouragement
3	Evaluation and Planning
<b>Feedback</b> <ul style="list-style-type: none"> <li>• Develop a Police Officer Standards and Training (POST) curriculum for bicycling enforcement both for new officers and continuing education - focus on laws related to bicyclists, interactions between motorcycles and bicyclists, and bicycle collision investigation.</li> <li>• Develop a Complete Streets implementation strategy, including training for planners and engineers and a checklist for project managers.</li> <li>• Add bicycle safety as an emphasis area in the state Strategic Highway Safety Plan and aggressively fund bike safety projects.</li> <li>• Bicycle ridership, while at the national average, must continue to increase. Determine barriers that people face when bicycling and implement a comprehensive strategy to reduce barriers and increase ridership.</li> <li>• Delaware is one of the least safe places for bicyclists in the country (based on the number of fatalities and bicyclists). Bicycle safety should be a major emphasis for all projects, programs, and policies to address this issue.</li> </ul>	
<b>One Bicycle Friendly Success</b> <p>Governor Markell and DOT Commissioner Blatt are two of the most bike-friendly public officials in the country - both are prioritizing scarce resources for bicycling.</p>	
<b>Top Tip for Improvement</b> <p>Incorporate bicycle safety into the state Strategic Highway Safety Plan and add a bike bicycling representative to the DE/DOT Highway Safety Committee.</p>	
<b>Top 10 Signs of Success</b> <ul style="list-style-type: none"> <li>People Commuting by Bike (More than 1%)</li> <li>Safe Passing/Vulnerable Road User Law</li> <li>Complete Streets Policy</li> <li>Dedicated State Funding</li> <li>Active State Advocacy Group</li> <li>State Bicycle Plan (Adopted 2012 or later)</li> <li>Share the Road Campaign</li> <li>Bicycle Education for Police</li> <li>Bicycle Safety Emphasis in Strategic Highway Safety Plan</li> <li>Top 10 State for Congestion Mitigation and Air Quality Spending</li> </ul>	

# Bicycle Friendly State Survey

Survey to state DOT bike/ped  
coordinators, conducted every other  
year



**Goal: Understand what states are doing and encourage states to improve bicycling conditions**

# Bicycle Friendly State Survey

## Categories & Points



- Funding - 6 questions worth 40 points or 16% of all available points
- Infrastructure - 6 questions worth 40 points or 16% of all available points
- Safety - 4 questions worth 40 points or 16% of all available points
- Planning - 6 questions worth 35 points or 14% of all available points
- Laws - 4 questions worth 35 points or 14% of all available points
- #EveryRideCounts - 5 questions worth 35 points or 14% of all available points
- Capacity & Support - 5 questions worth 25 points or 10% of all available points

# Bicycle Friendly State Guide


What is on the report card?



**Goal: Answer questions and provide guidance on using the report card**

# Bicycle Friendly State Data

Key Outcome Data on each report  
card

 Federal Data on Biking		Rank
Ridership	<b>0.9% of commuters</b> biking to work	5/50
Safety	<b>3.6 fatalities</b> per 10K bike commuters	9/50
Spending	<b>\$4.04 per capita</b> FHWA spending on biking and walking	14/50

Since 2017 we have reported these three key  
data points on each state's report card

# Bicycle Friendly State Data

Ridership - Percent of workers who use a bicycle as their primary mode of transportation to work

**Figure 2.1.3 - Changes in Biking and Walking to Work**

There were large negative changes in the proportion of people commuting to work by walking and bicycling between 2019 and 2023. For the selected time periods, only New Jersey saw the percentage of people both biking and walking to work increase.

State	Commuters Who Bike	Percentage Change in Rate of Bicycling to Work (2019-2023)	Commuters Who Walk	Percentage Change in Rate of Walking to Work (2019-2023)
Alabama	0.1%	11%	1.3%	16%
Alaska	0.5%	-46%	7.2%	-5%
Arizona	0.6%	-34%	1.7%	-13%
Arkansas	0.2%	2%	1.6%	-12%
California	0.8%	-21%	2.5%	-3%
Colorado	0.8%	-26%	2.4%	-14%
Connecticut	0.2%	-31%	2.2%	-17%
Delaware	0.3%	-17%	2.1%	-2%
District of Columbia	3.5%	-23%	11.3%	-16%
Florida	0.5%	-18%	1.5%	5%
Georgia	0.2%	-12%	1.4%	-7%
Hawaii	0.9%	11%	3.9%	-14%
Idaho	0.8%	-7%	2.8%	3%
Illinois	0.6%	-7%	2.9%	-1%
Indiana	0.3%	-20%	1.8%	-14%
Iowa	0.4%	-16%	2.8%	-14%
Kansas	0.2%	-39%	2.5%	8%
Kentucky	0.2%	10%	1.9%	-14%
Louisiana	0.4%	-31%	1.9%	1%
Maine	0.3%	-14%	3.3%	-14%
Maryland	0.3%	-10%	2.2%	-5%
Massachusetts	1.1%	27%	4.2%	-14%
Michigan	0.4%	-15%	2.0%	-9%
Minnesota	0.5%	-37%	2.6%	-3%
Mississippi	0.1%	7%	1.5%	14%
Missouri	0.3%	23%	1.8%	-6%
Montana	0.8%	-36%	4.2%	-18%
Nebraska	0.4%	6%	2.3%	-12%
Nevada	0.3%	-1%	1.6%	-12%
New Hampshire	0.2%	-6%	2.6%	-4%

Additional 22 rows not shown.

2019 data is a 5-year estimate meaning it represents data collected for the 5 years of 2015-2019. 2023 data is a 1-year estimate only representing data collected in 2023. By omitting 2020-2022 data, this comparison excludes data from the height of the Covid pandemic. People can only report one mode as their primary mode of travel to work, so this data does not reflect occasional biking or walking commutes.

Table: The League of American Bicyclists • Source: Census Bureau American Community Survey • Created with Datawrapper

Data is from the Census Bureau's American Community Survey



# Bicycle Friendly State Data

Safety - Bicyclist fatalities per 10,000 bicycle commuters

- Only 20 states have 10,000+ bicycle commuters
- All have >1000, but 8 have <2000

**Figure 2.4.8 - Bicyclist Fatalities per Bicyclist Commuters by State Over Time**

On average, the rate of bicyclist fatalities per bicyclist commuters in the United States increased roughly 48% between 2013 and 2022. Only seven states saw a decrease in this bicyclist fatality rate over this time period. This type of metric is a proxy for volume-based risk metrics commonly used by traffic safety agencies and is used because no volume estimates exist for biking in the United States.

State	2013-2017 Average per 10,000 Bike Commuters	2018-2022 Average per 10,000 Bike Commuters	Difference	Percentage Change
Alabama	31.9	51.0	19.1	0.6%
Alaska	3.6	6.5	3.0	0.0%
Arizona	11.0	18.5	7.5	0.7%
Arkansas	19.5	28.3	8.8	0.5%
California	7.6	11.2	3.5	0.5%
Colorado	4.0	5.7	1.7	0.4%
Connecticut	7.2	8.4	1.2	0.2%
Delaware	18.6	34.4	15.8	0.0%
District of Columbia	0.7	1.8	1.1	1.4%
Florida	23.4	36.7	13.3	0.6%
Georgia	21.3	29.7	8.4	0.4%
Hawaii	4.1	7.5	3.4	0.0%
Idaho	3.6	4.8	1.2	0.3%
Illinois	6.7	8.0	1.3	0.2%
Indiana	10.3	15.7	5.4	0.5%
Iowa	6.2	15.0	8.8	1.4%
Kansas	9.9	14.5	4.7	0.5%
Kentucky	14.9	25.9	11.0	0.7%
Louisiana	20.0	44.9	24.9	1.2%

For motor vehicles, traffic safety agencies often adjust fatality data by volumes

- For bicyclists, there is no national reporting of volumes, so we use the only data we have - Census Bureau estimates of bicycle commuters

# Bicycle Friendly State Data

Spending - Federal obligations per capita

**Figure 2.7.2 - Federal Funds per Capita Obligated to Biking and Walking**

Per capita federal funds obligated to biking and walking projects in part reflect federal funding formulas that distribute federal funds to states based population, miles of roadway, and other factors. Typically, rural states tend to have higher per capita figures. Nationwide, the average amount of federal funds obligated to biking and walking projects is \$3.75 per person.

STATE	FY2018-2020 Average	FY2021-2023 Average	Increase or Decrease	Percentage Change (Between 3-year averages)
Alabama	\$2.84	\$4.44	\$1.60	56%
Alaska	\$7.90	\$15.01	\$7.12	90%
Arizona	\$1.36	\$2.30	\$0.94	69%
Arkansas	\$3.37	\$4.69	\$1.32	39%
California	\$2.04	\$2.95	\$0.91	45%
Colorado	\$1.87	\$3.74	\$1.87	100%
Connecticut	\$3.38	\$1.31	-\$2.07	-61%
Delaware	\$6.19	\$3.87	-\$2.32	-38%
Dist of Columbia	\$7.29	\$1.10	-\$6.19	-85%
Florida	\$4.53	\$6.21	\$1.68	37%
Georgia	\$2.45	\$2.35	-\$0.10	-4%
Hawaii	\$2.05	\$4.97	\$2.92	142%
Idaho	\$2.46	\$2.33	-\$0.13	-5%
Illinois	\$3.04	\$2.03	-\$1.01	-33%
Indiana	\$4.07	\$4.22	\$0.15	4%
Iowa	\$3.45	\$7.23	\$3.78	110%
Kansas	\$2.62	\$3.48	\$0.86	33%

Data is from publicly reported FHWA obligations

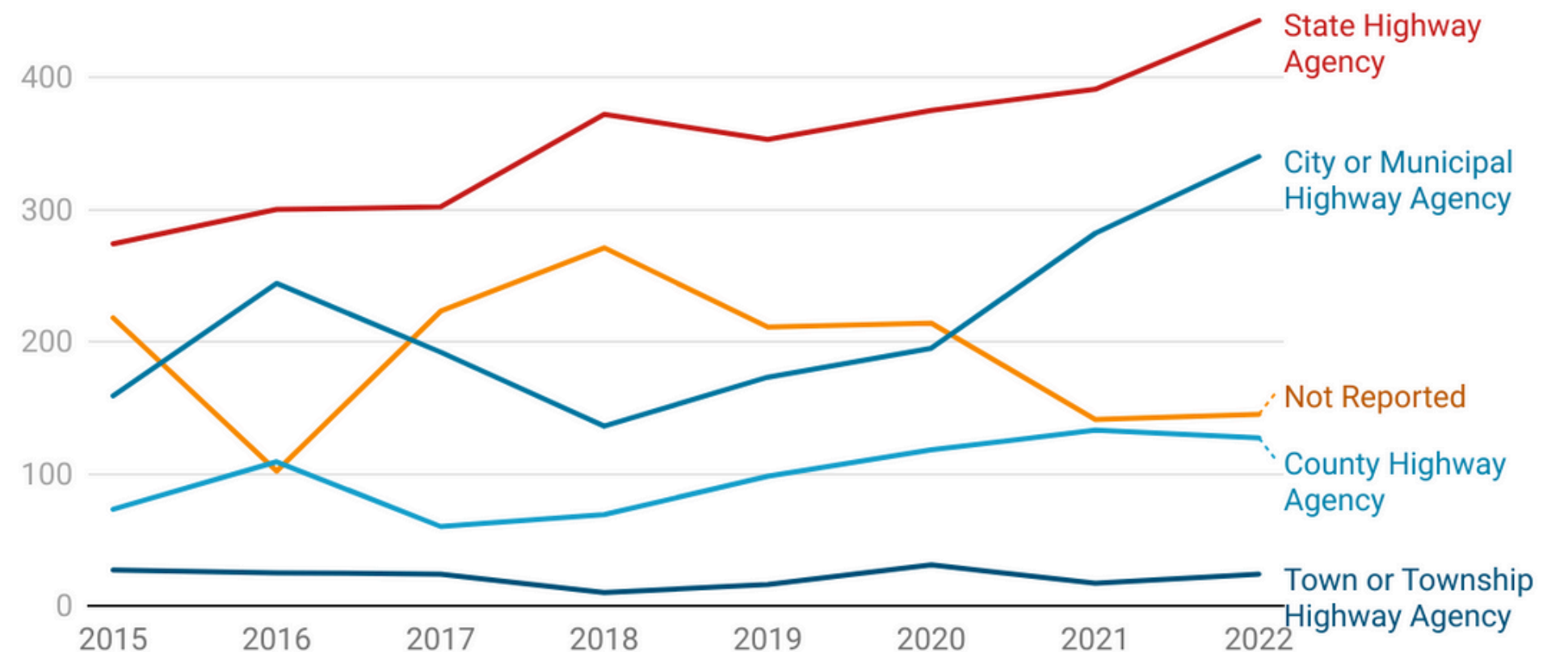
- Percentage covered by 2% Bicycle Friendly Action
- Per Capita reported as key data

# Bicycle Friendly State Data

States are responsible for the roadways where most bicyclists deaths occur

## Annual Bicyclist Deaths By Roadway Ownership

Roads owned by State Highway Agencies accounted for more bicyclist deaths than roads owned by any other type of agency. 2022 saw the most bicyclist deaths on roads owned by State Highway Agencies.



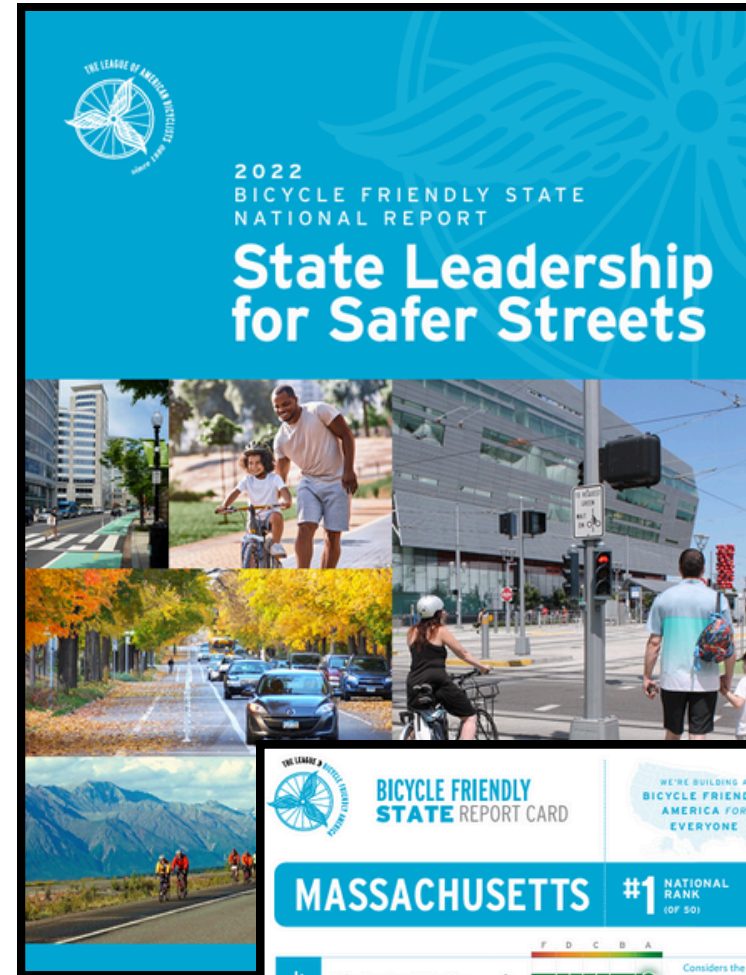
Roadway ownership data is only available since 2015.

Chart: The League of American Bicyclists • Source: National Highway Traffic Safety Administration • Created with Datawrapper

**[See data at data.bikeleague.org](https://data.bikeleague.org)**

# What to Expect

Ranking Release next Month



**BICYCLE FRIENDLY STATE REPORT CARD**

**MASSACHUSETTS** #1 NATIONAL RANK (OF 50)

WE'RE BUILDING A BICYCLE FRIENDLY AMERICA FOR EVERYONE

STATE ADVOCACY GROUP: MASSBIKE

#1 REGIONAL RANK (OF 50)

12% PERCENT OF STATE IN BFC SILVER+

	F	D	C	B	A
<b>Infrastructure &amp; Funding</b> A	Considers the use of federal transportation funding, state transportation funding, and the existence of bicycle infrastructure in the state.				
<b>Education &amp; Encouragement</b> A	Considers bicycle mode share, advocacy, state goals to increase bicycling, and whether the state sponsors a conference on bicycling.				
<b>Traffic Laws &amp; Practices</b> D	Considers traffic laws related to bicyclist safety and practices for automated enforcement and preventing racial disparities in traffic law enforcement.				
<b>Policies &amp; Programs</b> A	Considers Complete Streets policies and programmatic support for implementing bicycling improvements, including staffing and integrating public health.				
<b>Evaluation &amp; Planning</b> A-	Considers state bicycle plans, safety outcomes, guidance on bicycle facilities, data collection on bicycling and walking, and public engagement of bicyclists.				

**Bicycle Friendly Actions**

Action	Progress?
Complete Streets Law / Policy	Yes
Safe Passing Law (3ft+)	No
Statewide bike plan last 10 years	Yes
2% or more federal funds on bike/ped	Yes
Bicycle Safety Emphasis Area	Yes

**Federal Data on Biking**

Metric	Value	Rank
Ridership	0.9% of commuters biking to work	5/50
Safety	3.6 fatalities per 10K bike commuters	9/50
Spending	\$4.04 per capita FHWA spending on biking and walking	14/50

Based on the information we obtained for Massachusetts, the League of American Bicyclists believes the following actions will improve the safety, comfort, and accessibility of bicycling in Massachusetts.

Massachusetts had one of the most robust responses to COVID-19 in terms of creating space for people. The Baker-Polito Administration's Shared Streets and Spaces Grant Program awarded \$33 million dollars to 183 municipalities and four transit agencies for a total of 310 projects. This response is commendable and the lessons learned and people engaged through the program should inform continued efforts to create safer, slower spaces for people biking and walking.

Adopt a safe passing law with a minimum distance of 3 feet to address bicyclist safety. Over the last two decades most states have adopted a safe passing law to protect people biking. Massachusetts is one of 11 states that has not.

The Municipal Modernization Act of 2016 allows municipalities to establish regulatory speed limits on locally-owned roadways lower than the statutory/default speed limit in certain contexts. These include 20 mph Safety Zones, 20 mph School Zones, and 25 mph zones in thickly settled business districts. Establishing special speed regulations on MassDOT-owned roadways requires MassDOT approval. Supporting Safer Speeds is a key pillar of the Safe System Approach and Massachusetts should be a leader in establishing and designing safer speed roads.

Massachusetts is very well positioned to improve bicycling through implementation of the Bipartisan Infrastructure Law, with former MassDOT secretary and CEO Stephanie Pollack as FHWA Deputy Administrator and strong, recent, bicycle and pedestrian plans. The state is in a position to lead on bicycling issues and we hope that it takes advantage.

On a negative note, the Transportation Climate Initiative, a multi-state initiative to cut carbon emissions in the transportation sector which Massachusetts led, is on hold. The League hopes Massachusetts continues to lead on reducing carbon emissions in the transportation sector.

SEE THE BICYCLE FRIENDLY STATE DATABASE MAP: [BIKELEAGUE.ORG/BFA/AWARDS](https://bikeleague.org/bfa/awards)

The Bicycle Friendly State ranking is based on a comprehensive survey—with over 100 data points—completed by state departments of transportation and state bicycling advocates. For more information, visit [bikeleague.org/states](https://bikeleague.org/states) or contact Ken McLeod at (202) 833-1333 or [ken@bikeleague.org](mailto:ken@bikeleague.org).

**BICYCLE FRIENDLY STATES REPORT**

WE'RE BUILDING A BICYCLE FRIENDLY AMERICA FOR EVERYONE

**2022 RANKING**

F D C B A

Any Category Rank among all 50 states

RANK	STATE	NUMBER OF BICYCLE FRIENDLY ACTIONS*	INFRASTRUCTURE & FUNDING	EDUCATION & ENCOURAGEMENT	TRAFFIC LAWS & PRACTICES	POLICIES & PROGRAMS	EVALUATION & PLANNING
1	MASSACHUSETTS	4	A	A	D	A	A-
2	OREGON	4	B+	A	A	A-	A
3	WASHINGTON	4	C	A	A	B+	A
4	CALIFORNIA	4	B-	B	A	A	A
5	MINNESOTA	4	A	A	C-	A	B
6	COLORADO	4	B-	B	A-	A	B-
7	VIRGINIA	4	B	C-	A	B	B+
8	FLORIDA	4	A-	A	B	A	B
9	DELAWARE	4	A-	C+	B-	B-	C
10	UTAH	4	C+	B	C+	B	A-
11	MICHIGAN	4	A-	A-	C+	B+	B-
12	PENNSYLVANIA	4	B	C	B	B-	C+
13	NEW YORK	4	A-	A-	F+	B+	B+
14	MARYLAND	4	A-	B	A-	A	A
15	ILLINOIS	4	D	C	A	C-	D
16	NEW JERSEY	4	B	B	B+	B	A
17	OHIO	4	C	B	B-	C	B
18	NORTH CAROLINA	4	B+	C	C+	B	B
19	TENNESSEE	4	B+	B+	B	C+	C+
20	CONNECTICUT	4	B	C+	B	B+	B+
21	RHODE ISLAND	4	B-	B-	B+	B	B
22	INDIANA	4	B	B-	B	B+	B
23	VERMONT	4	B-	B	C-	D+	D-
24	GEORGIA	4	D+	D+	B-	C-	F
25	IOWA	4	C-	B+	D	B	C
26	MAINE	4	C-	C	C-	C	F+
27	HAWAII	4	C+	C	C	B-	B
28	WEST VIRGINIA	4	B-	C	C	C	C+
29	WISCONSIN	4	D-	B	C+	D-	C+
30	KANSAS	4	C+	C+	B-	D	B-
31	ARIZONA	4	C+	C+	B	C	D+
32	TEXAS	4	C	C+	D-	B+	B-
33	LOUISIANA	4	C-	D	B+	C+	D
34	NEVADA	4	B+	F+	B	C-	F
35	NEW MEXICO	4	D	C	D	C+	B-
36	NEW HAMPSHIRE	4	F+	C-	D+	D+	C+
37	KENTUCKY	4	B+	D-	C-	B-	B-
38	NORTH DAKOTA	4	D-	B+	C+	C-	C-
39	ARKANSAS	4	C	D+	C	F+	D
40	IDAHO	4	C-	C	F	D-	C-
41	ALASKA	4	D-	B-	F	F	C-
42	MONTANA	4	B	B	F+	D	C
43	SOUTH CAROLINA	4	F	D	D-	C	C
44	ALABAMA	4	C-	F+	B-	C	D
45	MISSOURI	4	C+	D	D	D-	D
46	SOUTH DAKOTA	4	C+	D	C+	F+	C-
47	OKLAHOMA	4	D+	D+	D+	D	C+
48	MISSISSIPPI	4	D+	F	C	C+	F
49	NEBRASKA	4	F+	F	B	C-	D+
50	WYOMING	4	F	B+	C	F	C



**NEW BICYCLE FRIENDLY  
ACTION**



**CATEGORY REORGANIZATION**



**#SLOWROADS SAVE LIVES  
AND #READYTORIDE  
CAMPAIGN INTEGRATION**

**CHANGES**





New

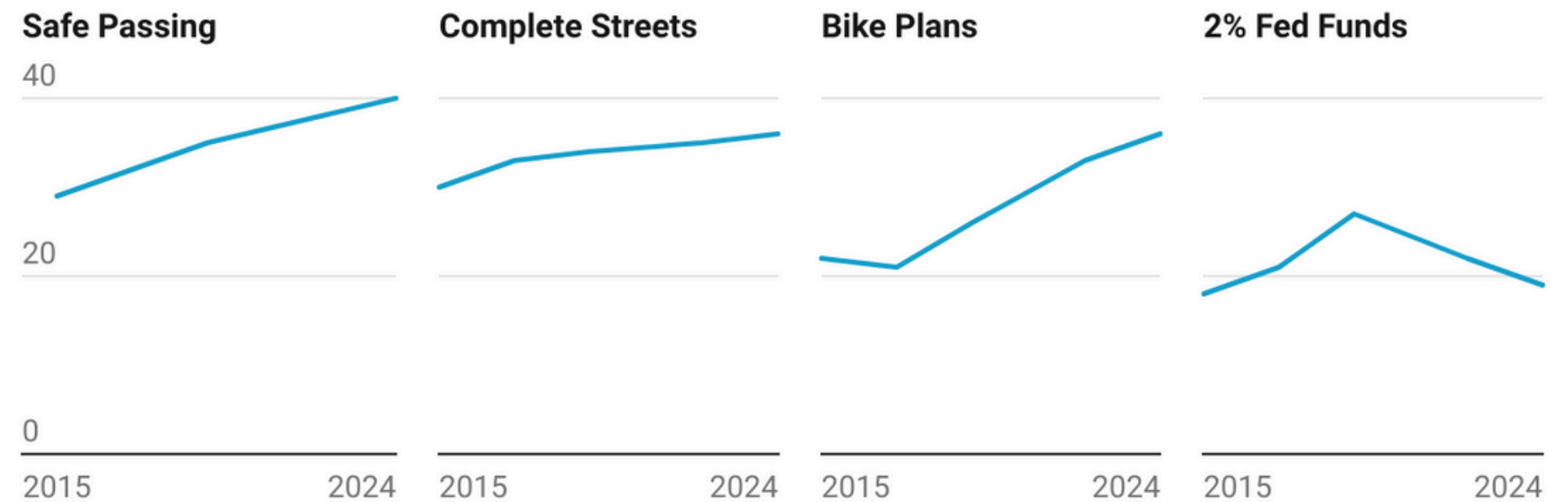
# Bicycle Friendly Action

# Bicycle Friendly Actions

Actions EVERY STATE should take

## Number of States Taking Each Bicycle Friendly Action Over Time

Over time more states are taking the League of American Bicyclists' priority Bicycle Friendly Actions. However, spending at least 2% of federal funds on biking and walking has decreased in the last two Bicycle Friendly State rankings.



*In 2024, State Laws for #SlowRoads - defined as whether state laws provide for 20 mph speed limits in urban and residential areas or clearly provide authority for communities to create 20 mph speed limits - replaced having an emphasis area for bicyclist safety in a state's Strategic Highway Safety Plan as one of our five Bicycle Friendly Actions. In 2022, 36 states had the emphasis area action. In 2024, 19 states were recognized as having state laws for #SlowRoads.*

Chart: The League of American Bicyclists • Source: The League of American Bicyclists • Created with Datawrapper

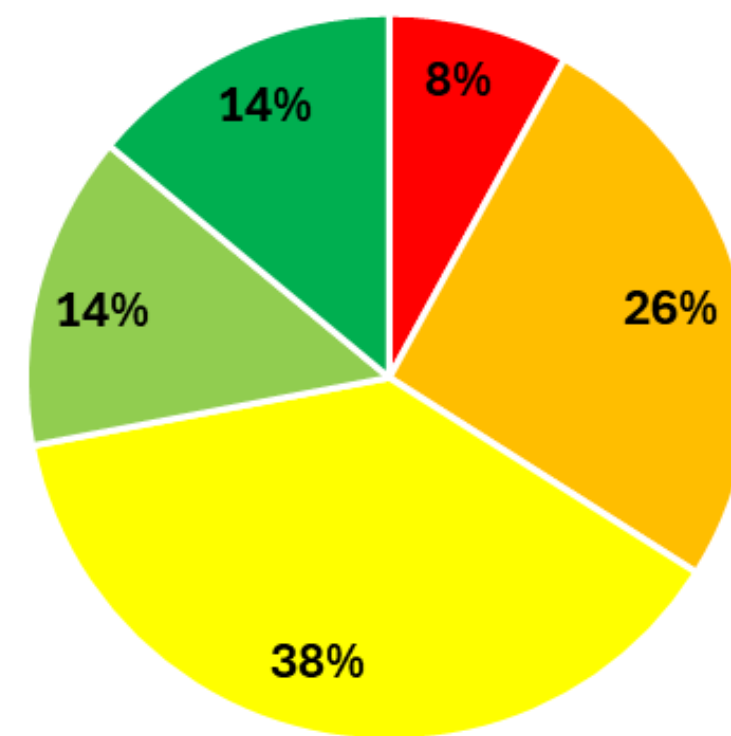
**Goal: Clear guidance on priority actions that EVERY STATE can and should take**

# Majority (56%) of states take 3+ Bicycle Friendly Actions

Safe Passing Law is most common

States Taking Bicycle Friendly Actions

■ 1 ■ 2 ■ 3 ■ 4 ■ 5



Three Actions are one-time actions

Two actions require ongoing effort

- Bike Plan, every ten years
- 2% Federal Funding, assessed every two years



# Bike Plans

“Setting a goal is not the main thing. It is deciding how you will go about achieving it and staying with that plan.” – Tom Landry.

## Adoption of Bike Plan as a Transportation Policy Innovation

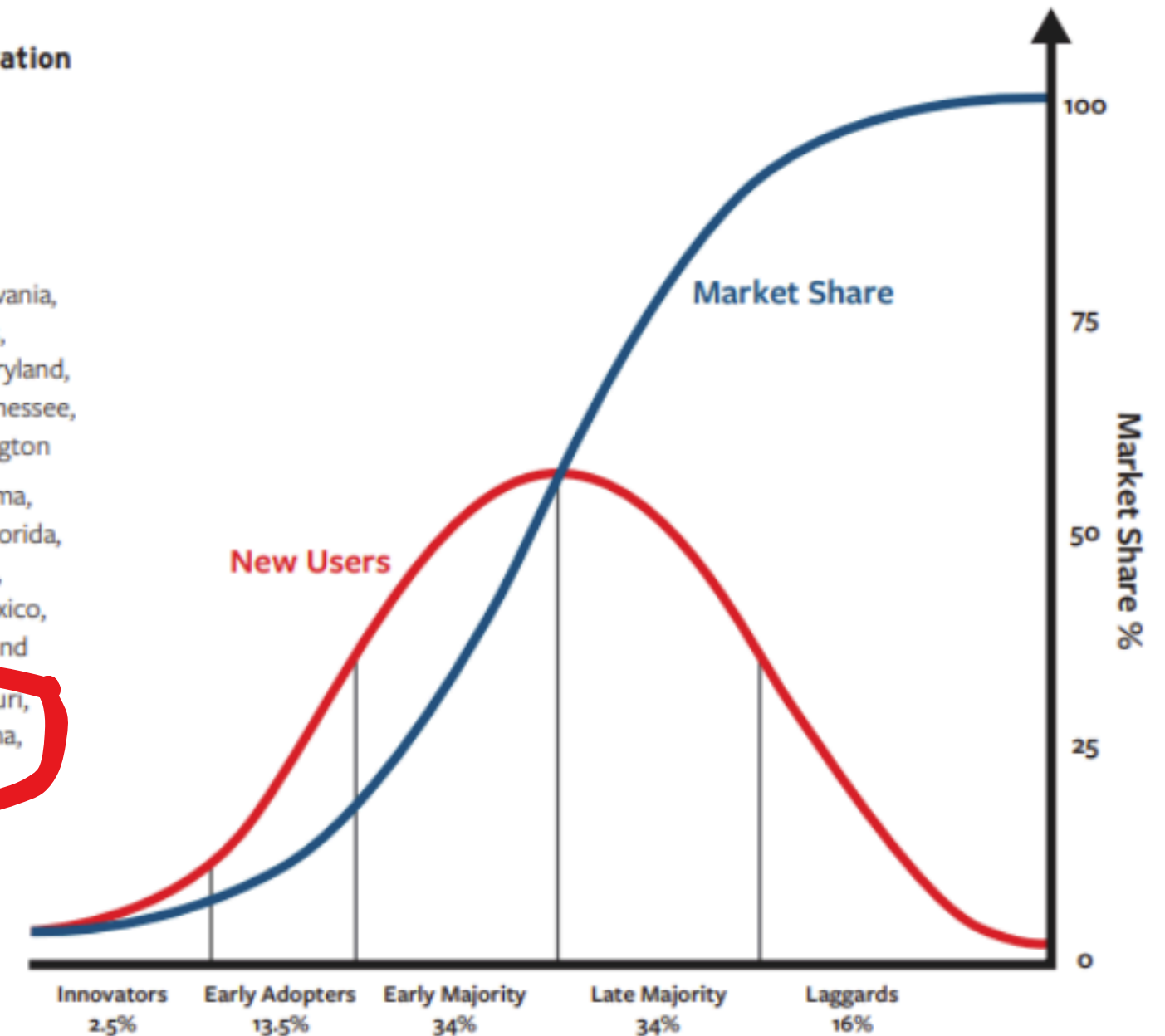
**Innovator:** Hawaii

**Early Adopter:** Ohio, Nevada, Alaska, Kansas, New Hampshire, New Jersey, Oregon

**Early Majority:** New York, Pennsylvania, Arkansas, Louisiana, Massachusetts, Vermont, Wisconsin, Kentucky, Maryland, Wyoming, Arizona, Minnesota, Tennessee, Delaware, Georgia, Indiana, Washington

**Late Majority:** Connecticut, Alabama, Virginia, Colorado, West Virginia, Florida, North Carolina, Illinois, Utah, Idaho, California, Michigan, Iowa, New Mexico, Montana, North Dakota, Rhode Island

**Laggard:** Maine, Mississippi, Missouri, Nebraska, Oklahoma, South Carolina, South Dakota, Texas



**Maine, Oklahoma, South Carolina all adopted Bike Plans since 2022**



**Texas added significant bike plan components to its Long-Range Transportation Plan**



# Old

## Bicycle Safety Emphasis Area in the Strategic Highway Safety Plan

### Removed due to:

- New federal requirement to consider all users in SHSP
  - Required Vulnerable Road User Safety Assessments
  - Vulnerable Road User Special Rule requiring use of federal Highway Safety Improvement Program funds in certain states
- 
- 

# NEW

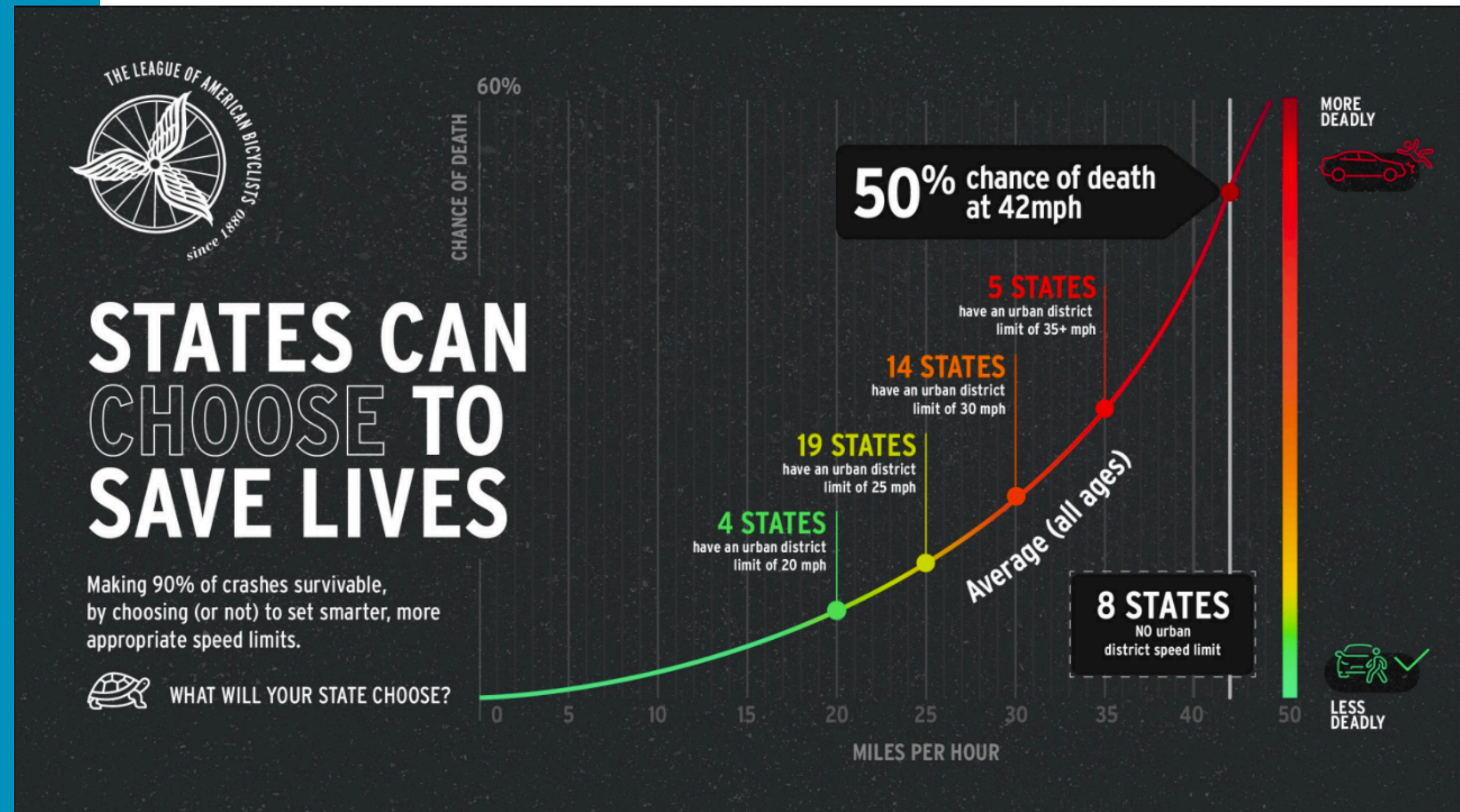
## STATE LAWS FOR #SLOWROADS

### CRITERIA, AT LEAST ONE OF:

- DEFAULT SPEED LIMIT FOR URBAN DISTRICTS 20 MPH
- DEFAULT SPEED LIMIT FOR RESIDENTIAL DISTRICTS 20 MPH
- CLEAR LOCAL AUTHORITY FOR 20 MPH IN URBAN/RESIDENTIAL DISTRICTS

# State Laws for #SlowRoads

#SlowRoads Save Lives



Legislative action

Based on law, not real-world prevalence



Change

# Category Reorganization



# Old

**Infrastructure & Funding  
Education & Encouragement  
Legislation & Enforcement  
Policies & Programs  
Evaluation & Planning**



# NEW

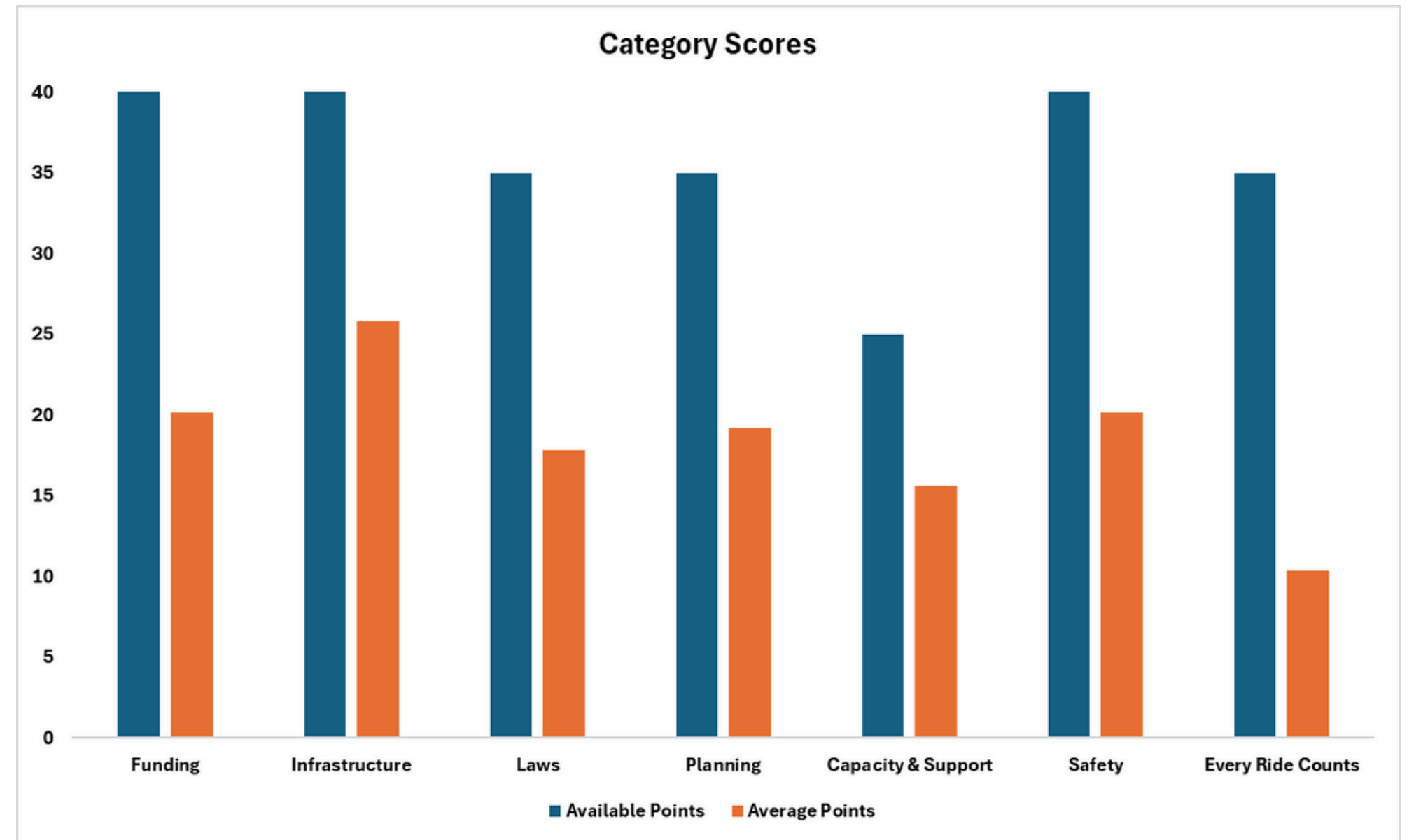
**FUNDING  
INFRASTRUCTURE  
LAWS  
PLANNING  
SAFETY  
CAPACITY & SUPPORT  
#EVERYRIDECOUNTS**



# Reorganization Goals

Easier to explain

More cohesive



Best performing category is Infrastructure

Worst performing category is #EveryRideCounts

# Question Highlights

“non-motorized traveler volumes are the most broadly applicable data that would aid in implementing Complete Streets. Without volume data, agencies cannot measure the efficacy of projects intended to increase pedestrian and bicycle travel”

- [USDOT Report to Congress](#)

**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

**Average Score was 80% of available points**

**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:

**Average Score was 33% of available points**



Campaign Integration

**#SlowRoads Save  
Lives**  
**#ReadyToRide**  
**#EveryRideCounts**



# #SlowRoads Save Lives



Big Idea: 20 mph speed limits should be a normal part of transportation networks and by promoting that idea we will meaningfully impact speed management

# #ReadyToRide



## EXPANDING ACCESS TO IN-SCHOOL BIKE EDUCATION

- We believe every child should know the joy of bikes, and see policy as a pathway to equitable access to bicycling education.
- Both state policy and federal advocacy offer potential to scale existing bike education initiatives to schools nationwide.



LET'S PUT MORE BIKE JOY INTO CHILDHOOD.

for a future where  
all kids are ready to ride!

[BIKELEAGUE.ORG/GIVE](https://bikeleague.org/give)

**Big Idea: Everyone should be educated about safe mobility and that includes in-school on-bicycle education so that ALL children are safe and Ready To Ride**

# Every Ride Counts

“non-motorized traveler volumes are the most broadly applicable data that would aid in implementing Complete Streets. Without volume data, agencies cannot measure the efficacy of projects intended to increase pedestrian and bicycle travel”

- [USDOT Report to Congress](#)



**Big Idea: Commuter estimates are not enough to understand bicycle travel and we need states to participate in national bicycle volume reporting**

**WEBINAR**



# **E-Bikes for Everyone: How Cities Are Making E- Bike Ownership a Reality**

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Tuesday, November 12th @ 3:00 PM ET

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**[BIKELEAGUE.ORG/WEBINARS](https://bikeleague.org/webinars)**



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