



2024

Guide to the Bicycle Friendly State Report Card

Tennessee Report Card Summary:

- 2024**
- #29 NATIONAL RANK** (OF 50) COMPARED TO LAST REPORT CARD: **3**
- #5 Southern REGIONAL RANK** (OF 13)
- STATE ADVOCACY GROUPS:** Bike Walk Tennessee, Jeff Roth Cycling Foundation

Bicycle Friendly Actions	Action Taken	Progress
Complete Streets Law/Policy	Yes	++
Safe Passing Law (3ft+)	Yes	++
Statewide bike plan last 10 years	Yes	++
2%+ federal funds on bike/pedestrian	No	! ⚠
Speed limit laws for #SlowRoads	No	! ⚠

ONE SUCCESS: Tennessee adopted a statewide Active Transportation Plan in 2021. We look forward to its implementation.

TOP TIP: Despite a recently adopted Active Transportation Plan, Tennessee has seen its percentage of federal transportation funds spent on bicycling and walking projects fall in recent years. Addressing the safety issues for bicyclists in Tennessee requires investment in safer infrastructure.

Federal Data on Biking	Rank
Ridership: 0.1% of commuters biking to work	48/50
Safety: 27 fatalities per 10K bike commuters	39/50
Spending: \$3.13 per capita FHWA spending on biking and walking	28/50

Categories % of available points Rank

Funding	47%	32/50
Infrastructure	83%	17/50
Laws	60%	20/50
Policies	54%	26/50
Capacity & Support	42%	37/50
Safety	29%	44/50
Every Ride Counts	7%	39/50

Maryland Report Card Summary:

- 2024**
- #9 NATIONAL RANK** (OF 50) COMPARED TO LAST REPORT CARD: **3**
- #3 Eastern REGIONAL RANK** (OF 13)
- STATE ADVOCACY GROUPS:** Bike Maryland

Action Taken	Progress
Complete Streets Law/Policy	Yes
Safe Passing Law (3ft+)	Yes
Statewide bike plan last 10 years	Yes
2%+ federal funds on bike/pedestrian	Yes
Speed limit laws for #SlowRoads	Yes

ONE SUCCESS: The Maryland Department of Transportation partnered with Smart Growth America to work on a walk-bike/pedestrian and bicycle projects and regularly hosts workshops promoting improvements to bicycling and walking.

TOP TIP: Maryland currently uses Transportation Alternatives Set-aside funding to fund Safe Routes to Schools. It would be great to see school-based on-bike education expanded with more diverse funding sources.

Federal Data on Biking	Rank
Ridership: 0.3% of commuters biking to work	34/50
Safety: 11.1 fatalities per 10K bike commuters	23/50
Spending: \$2.60 per capita FHWA spending on biking and walking	36/50

Categories % of available points Rank

Funding	57%	14/50
Infrastructure	90%	8/50
Laws	77%	6/50
Policies	91%	4/50
Capacity & Support	92%	4/50
Safety	76%	3/50
Every Ride Counts	45%	14/50

California Report Card Summary:

- 2024**
- #4 NATIONAL RANK** (OF 50) COMPARED TO LAST REPORT CARD: **2**
- #3 Western REGIONAL RANK** (OF 13)
- STATE ADVOCACY GROUPS:** California Bicycle Coalition (CABIC), California Association of Bicycling Organizations (CABO)

Action Taken	Progress
Complete Streets Law/Policy	Yes
Safe Passing Law (3ft+)	Yes
Statewide bike plan last 10 years	Yes
2%+ federal funds on bike/pedestrian	Yes
Speed limit laws for #SlowRoads	Yes

ONE SUCCESS: California passed a Complete Streets Act, SB 990, and policies that require Caltrans to commit to new actions that create complete streets for all.

TOP TIP: Safety is a major barrier preventing more people from biking more often. Investment needs to reflect safety as a priority and reassign streets for slower, safer speeds.

Federal Data on Biking	Rank
Ridership: 0.7% of commuters biking to work	9/50
Safety: 11.2 fatalities per 10K bike commuters	24/50
Spending: \$2.54 per capita FHWA spending on biking and walking	38/50

Categories % of available points Rank

Funding	56%	16/50
Infrastructure	95%	6/50
Laws	86%	2/50
Policies	100%	2/50
Capacity & Support	90%	9/50
Safety	58%	19/50
Every Ride Counts	60%	6/50

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Overview

The Bicycle Friendly State Report Card highlights information about each state to provide a useful comparison between states and serve as a reference for state efforts related to bicycling. The League of American Bicyclists (League) has identified and measured the policies and outcomes we believe are most critical for states to achieve in order to rise in the rankings.

This guide lays out background information on each of the data points on the Report Card. It is our hope that this context will answer questions about where this data comes from and how it should be interpreted.

It is important to note that the data on the Report Card does not reflect the totality of a state's efforts related to bicycling. The Report Card also does not explicitly consider factors such as natural beauty, weather, or culture that may affect riding in a state. While the majority of data relates to actions by a state Department of Transportation, the data is not limited to things within the control or influence of a state Department of Transportation. Many states have efforts that do not fit within the survey and public data used to create the Report Card.



Explanation of Ranking

The ranking for each state is based on the state's score in each of the seven categories listed on the Report Card. The category scores are supplemented by discretionary scoring, which accounts for 10% of each state's potential score. We include discretionary scoring to account for erroneous survey data, states with missing data, and other factors that do not easily fit within the survey data and public data used for the category scores.

For the 2024 ranking, there were a total of 250 points available. Each category had a certain number of points available and no weighting was applied to category scores. Categories are listed in the order of available points.

- **Funding** – Six questions worth 40 points or 16% of all available points.
- **Infrastructure** – Six questions worth 40 points or 16% of all available points.
- **Safety** – Four questions worth 40 points or 16% of all available points.
- **Planning** – Six questions worth 35 points or 14% of all available points.
- **Laws** – Four questions worth 35 points or 14% of all available points.
- **#EveryRideCounts** – Five questions worth 35 points or 14% of all available points.
- **Capacity & Support** – Five questions worth 25 points or 10% of all available points.

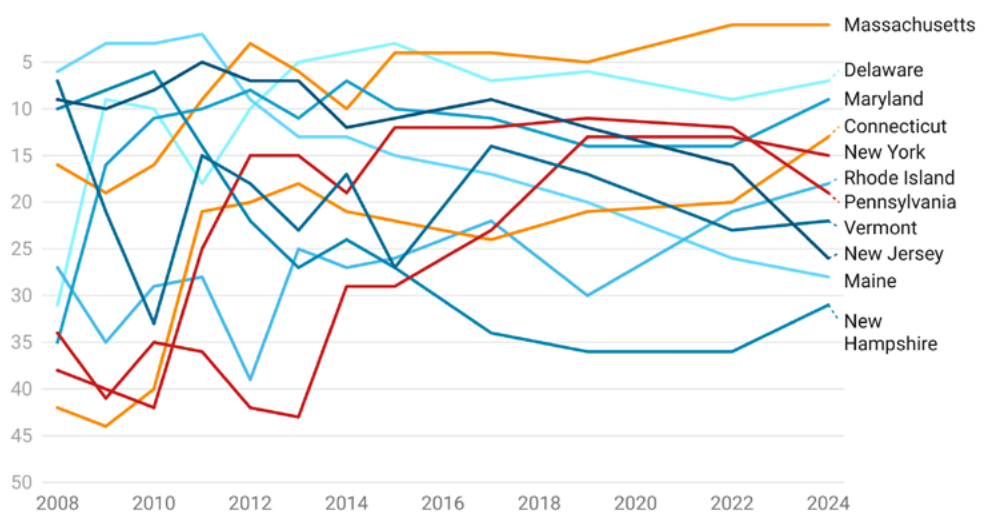
History of Ranking

The Bicycle Friendly State (BFS) program began in 2008. Since then, the primary output of the program has been a semi-annual ranking of each state according to publicly available data and survey data completed by contacts at state Departments of Transportation and/or state advocacy organizations. Data on rankings over time is available at datawrapper.de/_/oPt3T. Report cards were introduced to the program in 2012 and all report cards since 2013 are available at bikeleague.org/bfa/states/state-report-cards.

All of the public data used for our ranking and some of the data from surveys is available at data.bikeleague.org. Users can interact with individual data points and see how states compare to each other for dozens of data points. Head to data.bikeleague.org if you'd like to dig into the data that informs our ranking.

Bicycle Friendly States – Eastern Region

This is an example of how states in the Eastern region have had their rankings change over time. The history of every state's ranking is available at the link referenced above.



From 2008 to 2013 rankings were done annually. Since 2013 rankings have been less than annual.

Source: The League of American Bicyclists • Created with Datawrapper

What's on the Report Card?

State Advocacy Group(s)

The group(s) identified on the report card is any group that is an organizational member of the League of American Bicyclists and has been identified as a statewide advocacy organization. **Member organizations** of the League of American Bicyclists are:

- Eligible to participate in the League's insurance program;
- Listed in the League's Cycling in Your Area Guide;
- Eligible to have events listed in the League's Cycling in Your Area Guide;
- Eligible for discounted registration for the National Bike Summit, held annually in Washington, D.C.; and
- Invited to participate in Bicycle Friendly America state and local review processes.

Advocacy organizations identify themselves as state organizations. It is a membership type and the League did not review mission statements or actions by our organizational members before listing them on the report card. They are listed because they joined and/or renewed as a state advocacy organization.

One Success

Every state has something positive to celebrate. We use feedback from advocates and insights from agency staff to recognize one success for each state. Where we don't have more specific knowledge, this may highlight improvements in key data or changes in survey answers over time.

Top Tip

Every state has something that they can improve upon. We use feedback from advocates and insights from agency staff to pick a top tip that is actionable for each state. Where we don't have more specific knowledge, this may highlight a Bicycle Friendly Action that the state has not taken that we believe should be a top priority.

Feedback

The League generates feedback based on how states answer the BFS survey as well as input from state advocates as part of the local review process and discretionary decisions by League of American Bicyclists staff. Most feedback is generated from survey data and reflects areas where:

- A state has accomplished or updated a Bicycle Friendly Action;
- A state has taken a positive step toward a feedback point from a previous Bicycle Friendly State Report Card;
- A state does not have a policy, program, or law that is highly valued by the Bicycle Friendly State ranking;
- A state has a law or policy that is considered detrimental to bicycling by the League of American Bicyclists; or
- A state underperforms on an outcome metric based upon federal data.

Most Feedback is not customized or is minimally customized to reflect underlying state practices. The primary purpose of each Feedback point is to clearly identify an area for improvement and suggest a possible solution. The solution most suitable to any given state may be different from the solution suggested by a Feedback point.

Bicycle Friendly State Regions









The four regions used in report cards are provided below. States are listed in alphabetical order within their region.

Eastern Region	Southern Region	Midwestern Region	Western Region
Connecticut	Alabama	Illinois	Alaska
Delaware	Arkansas	Indiana	Arizona
Maine	Florida	Iowa	California
Maryland	Georgia	Kansas	Colorado
Massachusetts	Kentucky	Michigan	Hawaii
New Hampshire	Louisiana	Minnesota	Idaho
New Jersey	Mississippi	Missouri	Montana
New York	North Carolina	Nebraska	Nevada
Pennsylvania	South Carolina	North Dakota	New Mexico
Rhode Island	Tennessee	Ohio	Oregon
Vermont	Texas	Oklahoma	Utah
	Virginia	South Dakota	Washington
	West Virginia	Wisconsin	Wyoming

Bicycle Friendly Actions

Each Bicycle Friendly State Report Card includes five Bicycle Friendly Actions (Actions). These Actions reflect input metrics that are entirely within the control of a state's Department of Transportation, governor, or legislature. They are labeled as "Bicycle Friendly Actions" because the League believes that these metrics are evidence of successful agency, executive, legislative, or advocacy actions that set the stage for improvements in the safety and mobility of people who bike within a state. In prior versions of the Bicycle Friendly State program, these Actions were referred to as "Signs of Success."

Each of the Bicycle Friendly Actions, and the way in which we determine whether a state has taken an Action, is explained below. This year, each Bicycle Friendly Action has a binary Yes/No indicator of whether the criteria for the Action has been met and an emoji expressing the state of progress of that Action.

	The action is new since the last report card		This is a new action since the last report card and should be celebrated
	The action criteria were met previously but no longer are		The action criteria were not met, but progress was reported, and advocates should look for public updates soon
	No change since last report card		This is an action that requires consistent efforts and was not met this reporting period
			The action criteria were met, but the current action is a significant step back from previous action or should be improved



Complete Streets

Complete Streets, according to the [National Complete Streets Coalition](#), "are streets for everyone. They are designed and operated to enable safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.... By adopting a Complete Streets policy, communities direct their transportation planners and engineers to routinely design and operate the entire right of way to enable safe access for all users, regardless of age, ability, or mode of transportation."

For Bicycle Friendly State Report Cards, the League uses data from the National Complete Streets Coalition's [Inventory of all Complete Streets](#) policies to determine whether a state receives the Complete Streets Law/Policy Bicycle Friendly Action. That inventory identifies at least three ways in which states can adopt Complete Streets - through a resolution, policy, or law. In our scoring of question P1 in the Planning category we differentiate between these methods, awarding the most points to laws and the least to resolutions, but for the Bicycle Friendly Action any method results in a checkmark.

In 2018, the League published a [white paper](#) to help states interested in taking this Bicycle Friendly Action.



Safe Passing Law

Safe passing laws require vehicles to pass each other at a safe distance. In most states, legislatures have recognized that “safe distance” requires further definition, particularly for motor vehicles passing people on bicycles. The Safe Passing Law Bicycle Friendly Action recognizes states that have adopted a law that specifically defines a safe distance for a motor vehicle passing a person on a bicycle.

There are three common ways that states have chosen to define a “safe distance” in a way recognized by the League of American Bicyclists:

- A safe distance is defined as a specific distance in terms of feet, as in “no less than three feet;”
- A safe distance is defined as a variable distance in terms of feet, with a minimum safe distance that may increase based upon factors such as the speed or size of a passing vehicle; and
- A safe distance is defined as “a distance sufficient to prevent contact with the person operating the bicycle if the person were to fall into the driver’s lane of traffic.”

Some states also provide exceptions to their law that requires a minimum safe passing distance for a driver of a motor vehicle passing a person on a bicycle. The League of American Bicyclists believes that these exceptions undermine the educational and enforcement aspects of a Safe Passing law. For this Bicycle Friendly Action, any law that includes one of the definitions without exceptions above results in a checkmark.

The League of American Bicyclists has a [model safe passing law](#) for states or communities within states that would like to adopt a strong safe passing law to protect people who bike. A list of all current safe passing laws is available as part of our [Bike Law University series](#).

In 2018, the League published a [white paper](#) to help states interested in taking this Bicycle Friendly Action.



Statewide Bike Plan

According to the [Federal Highway Administration](#), “State DOTs provide leadership regarding walking and bicycling in many ways. For example, some State DOTs use their pedestrian and bicycle plans to describe policies for how they will improve conditions for walking and bicycling through their transportation investments.” While there is no one format for a statewide bicycle plan, all states can benefit from a plan that serves as a basis for collaboration between the state DOT and local authorities, as well as the development of state DOT-built projects and institutional competencies that will improve bicycle planning and conditions for bicycling over time.

In our scoring of the Planning category we differentiate between plans based upon a variety of aspects, but for the Bicycle Friendly Action any plan adopted within the last 10 years results in a checkmark.



State Laws for Slow Roads

In 2023, the League launched our **“Slow Roads Save Lives”** initiative to promote safer speeds and specifically the idea that states and communities should legalize and pursue 20 miles per hour (mph) speed limits in urban and residential areas. In 2024, the League published the report, **“Setting Speed Limits for Health and Safety”** that included analysis of each state’s laws that set speed limits for urban, business, and residential districts; school zones; and other areas where states choose to specify low speeds as the default speed limit.

For the state laws for Slow Roads Bicycle Friendly Action, we gave credit to any state where:

- A state law set a default speed limit of 20 mph for an urban or business district,
- A state law set a default speed limit of 20 mph for a residential district, or
- A state law provided clear authority to localities to create 20 mph speed limits for a district or road type with general applicability (school zones do not qualify due to time and date restrictions).

Some states do not use state laws to set speed limits and, unfortunately for those states, that means they did not receive credit for this Action. We hope to refine this Action over time to recognize those states if they provide clear evidence of policies that are equivalent to the state laws mentioned above.

Some states may have one or more laws that technically could meet our criteria for this action, but our goal was to capture whether 20 mph speed limits could be sought on a normal neighborhood street rather than a street with one or more specific qualities, such as existing within a park. For those states, we made state-specific determinations regarding whether credit should be awarded or whether recognizing the Action would misrepresent the general case for speed limits in the state.



2% or More of Federal Funds Spent on Bike/Pedestrian Projects

Bicycling and walking improvements can be paid for by many different federal transportation funding programs. The Federal Highway Administration **identifies at least 30 programs** that can fund some type of bicycle or pedestrian project. Given this broad eligibility, it is the choices of states that determine how much is spent on bicycle and pedestrian improvements and our benchmark is spending two percent of federal transportation funds.

Our 2% threshold is based upon the historical funding level for the Transportation Alternatives Program, as set in the federal transportation bills that preceded the FAST Act between 1991 and 2015. While the **League of American Bicyclists** would prefer more federal funding for biking and walking, this baseline is a useful shorthand for whether or not a state Department of Transportation is making an effort to at least spend transportation funding on bicycling and walking projects in proportion to the programmatic priorities set by Congress. Under the Infrastructure Investment and Jobs Act, the Transportation Alternative Set-Aside is currently allocated 10 percent of Surface Transportation Block Grant funding, which is slightly higher than 2 percent of **federal transportation funds**.

For the 2% or more Fed Funds on Bike/Pedestrian Bicycle Friendly Action, we use data provided by FHWA’s Fiscal Management Information System (FMIS). Our determination of spending is based upon three fiscal years (FY 2021-23) of data on obligations. An obligation is a legal commitment by the Federal government to pay a State for the Federal share of a project’s eligible cost. It is not “spending” as a layperson would understand it, but it is the legal commitment to transfer cash at a later date and those funds are considered “used” as soon as they are obligated.

In our scoring of the Use of Federal Transportation Funding topic we use a formula that looks at per capita bicycling and walking spending, and bicycling and walking spending as a percentage of all federal transportation spending. For this Bicycle Friendly Action, states with 2% or more of its federal spending coded as bike/pedestrian spending results in a checkmark.

Federal Data on Biking

The Federal government collects (and requires states to collect) a variety of data related to bicycling, in addition to directly funding research on bicycling and walking. The Federal Data on Biking table presents statistics from three federal sources that provide updated data on an annual basis. These data reflect outcome metrics that are not entirely within the control of a state's Department of Transportation, legislature, or other state agency.

Ridership

This figure is based upon the Census Bureau's American Community Survey (ACS). The figure on the report card is an average of estimates from 2019-2023 (four estimates due to no one-year estimate in 2020).

The American Community Survey was created after the 2000 Census as an alternative to the previous "long-form" Census. Each year about 1 in 38 U.S. households receive an invitation to participate in the ACS. Data on bicycling to work comes from **Question 32**, which asks "How did this person usually get to work LAST WEEK? Mark (X) ONE box for the method of transportation used for most of the distance." Bicycle is one of 12 potential answers to that question.

According to the once-a-decade **National Household Travel Survey**, travel to and from work (commuting) comprises about 18 percent of daily trips. The use of commute data only for all estimates of state bicycle ridership is problematic because it misses variations between states in any other type of bicycling. There are also numerous **other issues** with ACS data.

The League uses ACS data because it is the only nationwide dataset available on an annual basis that allows state-to-state comparisons. We look forward to the day when better data that allows annual state-to-state comparisons is available. Due to **disruptions** caused by the Covid-19 pandemic, no one-year bike to work estimates are available for 2020.

Safety

This figure is based upon an average of fatalities reported between 2018-2022 according to the National Highway Administration (NHTSA)'s Fatality Analysis Reporting System (FARS) and the 2022 5-year ACS estimate of the number of bicycle commuters. As of the release of the 2024 Bicycle Friendly State ranking, 2022 is the most recent year of data available from NHTSA.

The League of American Bicyclists believes that providing fatality data in the context of the number of bicycle commuters is currently the best possible way to adjust for differences in rates of bicycling between states, though we acknowledge the limitations of this method. While commuting only represents about 18% of all trips according to 2022 **National Household Travel Survey** data, work trips are the only type of bicycling with nationwide publicly available data on an annual basis.

Adjusting for bicycle commuters can result in some states having a much higher rate of per commuter fatalities than their actual number of fatalities. It is a common practice for transportation agencies to adjust fatality figures based on vehicle miles traveled, resulting in reported fatality rates far below the levels of actual fatalities. If the number of bicycle miles traveled was available we would happily use those estimates. Instead, we report bicyclist fatalities per 10,000 bicycle commuters. Only 20 states have 10,000+ bicycle commuters. All states have more than 1,000 bicycle commuters, but eight have less than 2,000.

The **Fatality Analysis Reporting System** (FARS) is based upon a census of fatal traffic crashes. To be included in FARS, a crash must involve a motor vehicle traveling on a public roadway and must result in the death of at least one person within 30 days of the crash. FARS data is provided to NHTSA by an agency in each state government according to a cooperative agreement which specifies that the state will take state data and code it into the standard FARS format. Since states are responsible for the underlying data, FARS is not based upon one uniform source of data, but may be based on a combination of information from police crash reports, death certificates, state coroners and medical examiners, state driver and vehicle registration records, and emergency medical services records.

Spending

Federal Highway Administration (FHWA) spending is based upon obligations coded using any of three project types associated with bicycling and walking projects through FHWA's **Fiscal Management Information System** (FMIS). The improvement type codes are "28 - Provision of facilities for pedestrians and bicycles," "34 - Preservation of abandoned railway corridors (including the conversion and use of the corridors for pedestrian or bicycle trails)," and "38 - Provision of safety and educational activities for pedestrians and bicyclists." To calculate per capita spending, we used a three-year average for fiscal years 2021-2023 and ACS state population estimates.

Our determination of spending is based upon three fiscal years (FY2021-2023) of data on obligations. An obligation is a legal commitment by the federal government to pay a state for the federal share of a project's eligible cost. It is not "spending" as a layperson would understand it, but it is the legal commitment to transfer cash later and those funds are considered "used" as soon as they are obligated.

Nationwide, our analysis of FMIS data shows that \$3.35 of federal transportation funding per person is spent on bicycling and walking projects. FMIS data does not, and cannot, distinguish between spending on biking and walking. For this reason, FMIS data likely over-estimates the amount of federal funding for bicycling. **When asked** to distribute \$100 of taxes on transportation in a survey, American voters on average allocated \$26.90 to expand and improve walking and biking paths, and sidewalks.

For comparison's sake, here are what some other countries spend per capita on bicycling:

- **England** spends \$5.28 per capita on bicycling;
- **Netherlands** spends \$29.48 per capita on bicycling; and
- According to a **European Cycling Federation report**, based on the use of European Union structural funds, "Slovenia turns out to be the leading investor with €25 per capita, followed by Portugal (€22.5), Hungary (€21.4) and Bulgaria (€13). Czechia and Poland invest about €10 per inhabitant, and Slovakia invests at €8.7 per capita."

Category Percentages and Rankings

The Bicycle Friendly State Report Card provides scores from each category. Each score is based upon one or more questions in the 2024 Bicycle Friendly State survey. The entire Bicycle Friendly State survey is 36 questions long, including questions that are completed by the League of American Bicyclists using publicly available data and reviewed by state Departments of Transportation. The full survey is [available here](#).

For 2024, we are presenting category percentages of available points and where those percentages rank each state for each category.

Funding

The Funding category is intended to provide insight on the level of investment in bicycling in each state. This includes questions about funding levels and funding programs, with a focus on state implementation of federal funding programs because the League is a national organization with an interest in federal policy and because federal funding data is more readily available.

Determining the amount of state funding spent or allocated to bicycling and walking can be very difficult.

Our historical survey data shows reported state funding can vary widely from year-to-year. Several reasons are given for why it is difficult to determine state funding for biking and walking, with three of the most common being:

1. For states with Complete Streets policies, bicycling and walking infrastructure may not be reported when it is created within a larger road project. Several states have made the argument that the cost of documenting these projects is prohibitive.
2. States often create significant bicycling and walking facilities through Departments of Natural Resources or other state agencies. These various agencies do not share reporting mechanisms or funding legislation, so it is difficult to aggregate funding.
3. States may or may not report the state funds used to match federal funding when they report state funding spent on bicycling and walking. Generally, a 20% match is required for federal funding.

Spotlight: How we score federal funding data

We assign 15 points based on a formula that considers federal transportation obligations to biking and walking projects as a percentage of all obligations and obligations to biking and walking projects per capita.

- There are seven points assigned based on the percentage of obligations going to biking and walking projects in each state,
- There are four points assigned based on the change over time of percentage of obligations going to biking and walking projects in each state,
- There are four points assigned based on each state's per capita obligations

Infrastructure

The Infrastructure category is intended to provide insight into each state's design guidance, training, and practices related to safe bicycling infrastructure. At various times in the past we have asked about the extent of bicycle infrastructure in each state, but have found it difficult to compare states on the basis of their answers due to a lack of consistency in reporting, differences in the agencies responsible for bicycle infrastructure, and differences in the extent of state's transportation networks. For many states, Departments of Natural Resources or State Parks may be responsible for a significant amount of trails and other bicycle infrastructure. Since our survey is sent to each state Department of Transportation, they may or may not be aware of that data. Our current survey only contains one question about the existence of bicycle infrastructure, asking whether a protected bike lane or separated path is provided on any state-controlled roadway, in an attempt to limit variability in answers.

Safety

The Safety category is intended to provide insight into safety performance and behavioral safety efforts focused on safe cycling education in schools. Most points are related to actual safety outcomes as reported by the National Highway Traffic Safety Administration (NHTSA)'s Fatality Analysis Reporting System (FARS). States can also receive points for setting goals to reduce nonmotorized injuries and fatalities and achieving those goals.

Behavioral safety efforts related to bicycling education in schools support the League's Ready to Ride initiative. Two aspects of bicycling education that we considered in the Safety category were state education standards related to bicycling proficiency based on publicly available curriculum standards and reported efforts by each state DOT to provide or facilitate bicycle education in schools.

Planning

The Planning category is intended to provide insight into the transportation planning framework of a state, including complete streets policies. The existence of a statewide bike plan and progress on implementing that plan is a major contributor to this category.

Laws

The Laws category is intended to provide insight into the laws that govern traffic in each state. Generally, these questions look at the existence or non-existence of specific types of traffic laws and whether states allow or have safety camera programs, such as red-light or speed cameras. Safety cameras can eliminate the threat of violence present in officer-involved traffic stops and can potentially reduce racial disparities in ticketing, but often also result in higher levels of ticketing which can create disparities between people based on income and ability to pay fines associated with tickets. Data in this category is often produced by the League of American Bicyclists as part of our state [bike law resources](#). At times the issues for specific laws identified in our [Bike Law University](#) series are used to grade a particular type of law.

Spotlight: Removing the E of Enforcement and Equity

The Bicycle Friendly State program has long had a category called Legislation & Enforcement, but due to limited or non-existent data on enforcement the category has, in practice, primarily focused on traffic laws. The majority of our data used can be found in our Bike Law University series. As part of removing the **E of Enforcement** in our Bicycle Friendly America frameworks, in 2020 we significantly reduced the traffic laws examined and included a new question about racial profiling.

For the 2022 ranking we added the question: "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?"

We asked this question because 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 after the League advocated for improvements to the program in the Infrastructure Investment and Jobs Act in 2021 more funding was available and more states have taken advantage. For [FY2024](#), nine states received Racial Profiling Prohibition Grant funding for a total of \$8.625 million.

Current federal law does not include tracking stops of people biking and walking. Increasing funding for NHTSA's Racial Profiling Prohibition Grant program, expanding eligibility so that those grants can pay for programming that reduces racial profiling, and including stops of people biking and walking is part of the League's work with the [Transportation Equity Caucus](#).

Every Ride Counts

The Every Ride Counts category is intended to provide insight into how each state attempts to quantify the amount of bicycling happening in the state and actual estimates of bicycle commuting from the American Community Survey.

Spotlight: How we score federal modeshare data

We assign 15 points based on estimates from the American Community Survey (ACS).

- Ten points are based upon each state's 2022 5-year bike to work modeshare estimate.
- Five points are based upon the percentage change between each state's 2018 5-year estimate and their 2022 5-year estimate. When states have negative percentage changes, we allow negative points to be assigned.

Capacity & Support

The Capacity & Support category is intended to provide insight into the workforce capacity for bicycling programming at each state DOT and the support for working with outside advocacy groups. In the past we have attempted to measure workforce capacity with questions about how many Full-Time Equivalent (FTE) employees work on bicycling issues, but we found this yielded highly variable answers due to differences in how survey respondents would quantify office staff, road builders, and maintenance crews. Our current questions focus on the existence of one full-time bicycle and pedestrian coordinator and full-time or designated bicycle and pedestrian staff at district offices. For support, we look at the existence of state DOT support for public conferences on bicycling issues and formal Bicycle Advisory Committee public feedback institutions.

The Benchmarking Report: Bicycling and Walking in the United States

Since 2012, the Bicycle Friendly State survey has been used as part of the Benchmarking Report: [Bicycling and Walking in the United States](#). The Benchmarking Report was first created by the Alliance for Biking & Walking in 2003 on a trial basis and became a biennial report in 2007. The 2017 Bicycle Friendly State survey was used to create the 2018 Benchmarking Report, which was the first edition of the report that was published by the League of American Bicyclists. Since the publication of the 2018 Benchmarking Report, data has been updated as it becomes available at data.bikeleague.org.

The use of the Bicycle Friendly State survey for the Benchmarking Report should be understood from the perspective that each project is intended to accomplish something different.

- The Bicycle Friendly State ranking is intended to provide a quick summary of each state with action items to improve the state's ranking. Historically, the Bicycle Friendly State ranking has not included much reporting of the survey data, whether aggregated or for each state. The focus is on providing a comparative framework for advocacy efforts and action.
- The Benchmarking Report is intended to promote data collection, measure progress, and support efforts to increase bicycling and walking. Historically, the Benchmarking Report has included extensive reporting of survey data. The focus is on providing a basis for comparison between states and over time.

Still have questions?

The Bicycle Friendly States ranking is based on a comprehensive survey completed by state departments of transportation and state bicycling advocates.

For more information, visit bikeleague.org/states or contact Ken McLeod at ken@bikeleague.org.



About The League

For generations past and to come, The League represents bicyclists in the movement to create safer roads, stronger communities, and a Bicycle Friendly America. Through education, advocacy and promotion, we work to celebrate and preserve the freedom cycling brings to our members everywhere.

WE BELIEVE

- Bicycling brings people together.
- When more people ride bikes:
- Life is better for everyone;
- Communities are safer, stronger and better connected;
- Our nation is healthier, economically stronger, environmentally cleaner and more energy independent.

OUR VISION

is a nation where everyone recognizes and enjoys the many benefits and opportunities of bicycling.

OUR MISSION

is to lead the movement to create a Bicycle Friendly America for everyone. As leaders, our commitment is to listen and learn, define standards and share best practices to engage diverse communities and build a powerful, unified voice for change.