



2024

Bicycle Friendly States Report & Ranking:
**A Bicycle Friendly America
for Everyone requires
Bicycle Friendly States**





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Overview

The League of American Bicyclists (League) is committed to creating a Bicycle Friendly America for everyone so that people can safely enjoy the many benefits of bicycling. Every other year, the League works with state Departments of Transportation and bicycle advocates to understand how states are improving conditions for bicycling. Our Bicycle Friendly State ranking scores each state on its efforts and conditions. States that rank near the top have policies, practices and resources that support improving conditions for people who bike. States that rank near the bottom often are missing key policies and practices to address the conditions faced by people biking.

Our rankings offer three ways for state leaders and residents to make a difference:

- 1. Benchmark** – our ranking provides category scores, key data, and Bicycle Friendly Actions that can facilitate comparisons between states and identify areas for improvement.
- 2. Celebrate** – each state receives credit for a success on its report card and advocates can look at leading states' successes for inspiration.
- 3. Act** – with a ranking and report card, advocates are equipped to act and engage their state decision makers about bicycling in their state.

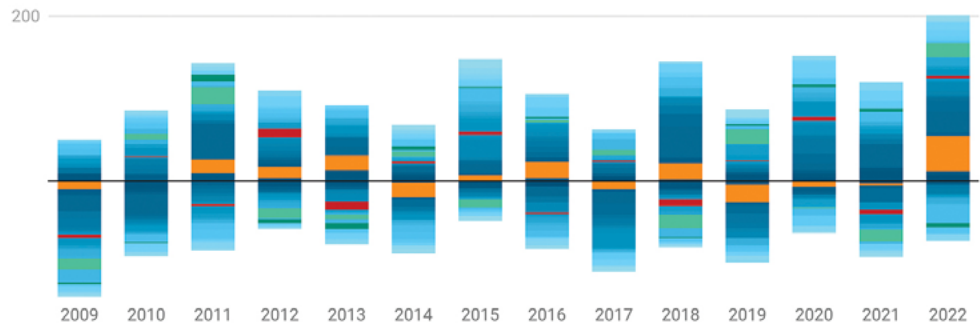


Key Findings

- There is an ongoing traffic safety crisis in the U.S. which disproportionately impacts people who bike and walk. Preliminary estimates from the Governors Highway Safety Association predict a new record of bicyclist deaths in 2023, with 1,149 bicyclists killed.
- Efforts to understand how many people bike, a key context for understanding safety, show little progress. In our survey this year, states reporting programs to count bicyclists decreased and our category that asks about those efforts – Every Ride Counts – was the lowest scoring category.
- The Infrastructure Investment and Jobs Act led to record federal funds spent on bicycling and walking projects in the last two years.

Changes in Number of Bicyclist Deaths over Time

Between 2009 and 2022, there was a 76% increase in bicyclist deaths nationwide. This chart shows how changes in each state contributed to the rising toll of bicyclist deaths.



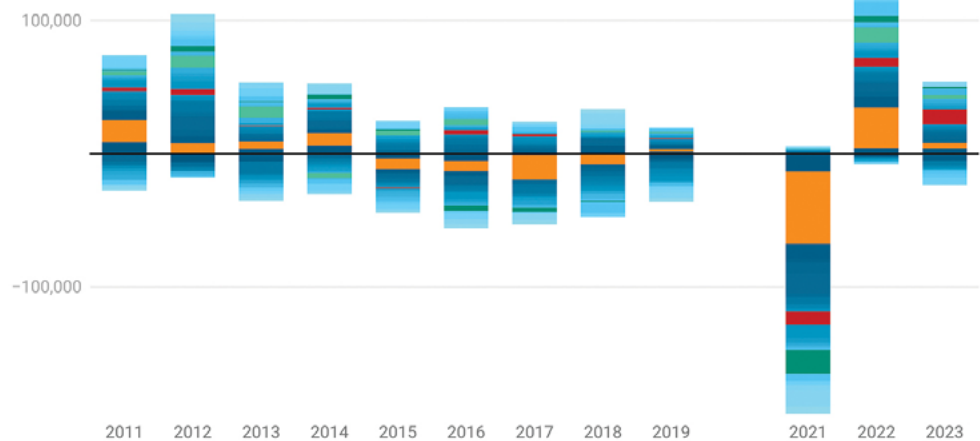
State labels not shown for all states. California is shown in yellow, Massachusetts in red, New York in light green, and Oregon in dark green.
 Chart: The League of American Bicyclists • Source: NHTSA • Created with Datawrapper

As in other recent years, the most dramatic data on bicycling in the United States is data showing a continued traffic safety crisis. The most recent year of traffic fatality data is 2022, and according to the National Highway Traffic Safety

Administration (NHTSA), a record 1,105 bicyclists were killed that year. Preliminary estimates from the [Governors Highway Safety Association](#) predict a new record in 2023, with 1,149 bicyclists killed.

Changes in Estimated Bike Commuters over Time

Between 2010 and 2023, estimates the number of bike commuters have increased by roughly 30,000 people nationwide. Each year, states see variation in their bike commuter estimates and this shows those changes over time.



State labels not shown for all states. California is shown in yellow, Massachusetts in red, New York in light green, and Oregon in dark green.
 Chart: The League of American Bicyclists • Source: Census Bureau • Created with Datawrapper

Some coverage of bicyclist deaths will diminish the scope of the problem by saying “more people are walking, biking or scooting to work” and implying that bicycling may be getting safer compared to the amount of bicycling occurring. Unfortunately, there is little evidence of that from federal data. Estimates about the number of bicycle commuters were greatly reduced in 2021 after being unavailable in 2020 due to the Covid-19 pandemic and have increased less than 5 percent since 2010.

Most people who bike are not bicycle commuters, but estimated bicycle commuters is the only national annual

estimate of bicycling in the United States and so far states have not offered meaningful alternatives to this admittedly flawed data. In our survey this year, states reporting programs to count bicyclists decreased and our category that asks about those efforts – Every Ride Counts – was the lowest scoring category. Federal efforts to provide non-commute trip estimates have also faltered, with the most recent National Household Travel Survey showing a decrease in bicycle trips and a **greater than 90 percent decrease** in the sample size for bicycle trips, reducing the quality of that data.

Federal Funds spent on Biking and Walking Infrastructure Over Time

The Infrastructure Investment and Jobs Act led to a record \$1.2 billion+ invested in biking and walking in both 2022 and 2023. However, as a percentage of all federal transportation funds, spending on biking and walking projects was lower than average for those years. In 2023, federal funding for biking and walking amounted to \$3.75 per person.

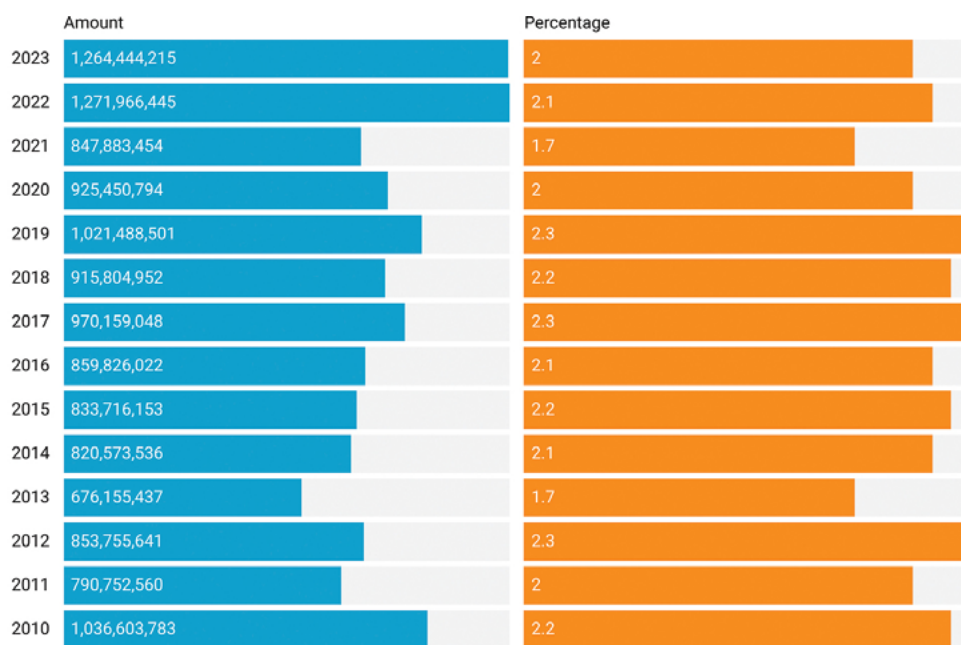


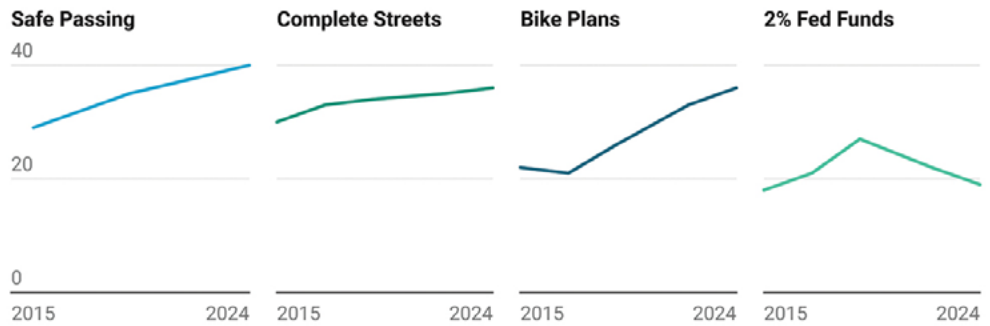
Chart: The League of American Bicyclists • Source: FHWA • Created with Datawrapper

A challenge with ranking states is that not all states report their state funding on bicycling projects and inconsistencies are common in the data reported. In a bright spot, the Infrastructure Investment and Jobs Act led to record federal funds spent on bicycling and walking projects in the last two

years, but the overall increase in federal funding showed this to be a smaller than average percentage of total federal transportation funds spent. In other words, while spending on biking and walking increased, spending on traditional roadway improvements increased faster.

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

The League promotes five Bicycle Friendly Actions that we believe are key actions that every state should take. This year, we changed one action and you can find our explanation in our [Report Card Guide](#). Most Bicycle Friendly Actions show an increase over time, with state bicycle plans notably increasing since 2015. If your state has not taken any of these actions, we strongly encourage them.

Our newest Bicycle Friendly Action looks at whether states have laws that support slower streets, specifically laws that provide for at least one of the following:

- 20 mile per hour (mph) speed limits in urban/business districts,
- 20 mph speed limits in residential districts, or
- Clear authority and process for local communities to adopt 20 mph speed limits

Based on our analysis, we judged 20 states as having at least one of those legal features. If you'd like to learn more about State Laws for Slow Roads, you can find these types of laws discussed in our report, [Setting Speed Limits for Health and Safety](#).

What makes a Bicycle Friendly State?

Our ranking involves publicly accessible data and data provided by state Departments of Transportation in a survey. The full Bicycle Friendly State survey is [available here](#). This year, we were fortunate to have 48 states

complete the Bicycle Friendly State survey and provide us data across seven categories. We greatly appreciate the cooperation and work of state Departments of Transportation that make this survey and ranking possible.

Average Bicycle Friendly State Category Scores

On average, states scored the highest percentage of available points in the infrastructure category.

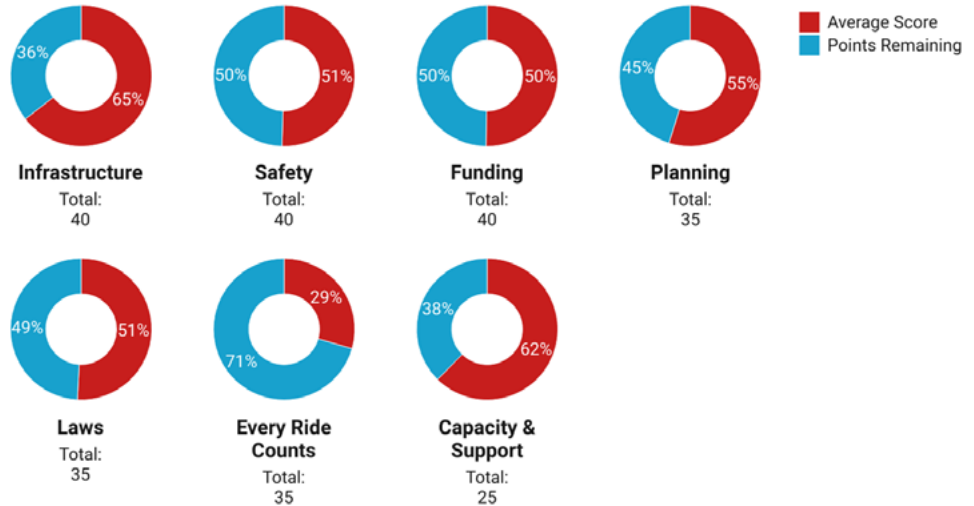


Chart: The League of American Bicyclists • Source: Bicycle Friendly State ranking • Created with Datawrapper

Infrastructure

The Infrastructure category consists of six questions worth 40 points or 16% of all available points. On average, states received 64 percent of available points in the Infrastructure category and it was the best scoring category for 21 states. This shows that states are making efforts to improve bicycle infrastructure through design guidance, training, and providing at least some protected or separated bike infrastructure on state roads.

Number of States with Design Guidance and Training for Selected Bike Facilities

A majority of states report having design guidance for protected bike lanes and training on protected bike lanes is offered by 84% of those states. Interestingly, more states report training on pedestrian priority zones/slow streets than report having design guidance for those facilities.

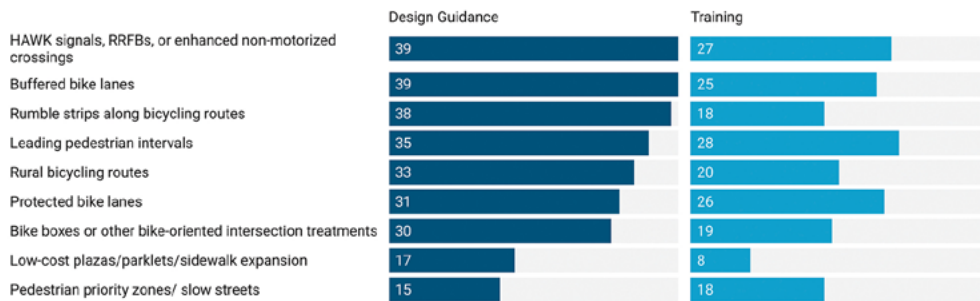


Chart: The League of American Bicyclists • Source: Bicycle Friendly State ranking • Created with Datawrapper

Action Tip: The AASHTO Guide to the Development of Bicycle Facilities has been announced with a publication date of December 2024. This Guide is expected to address protected bike lanes and many other bicycle facilities contained in our

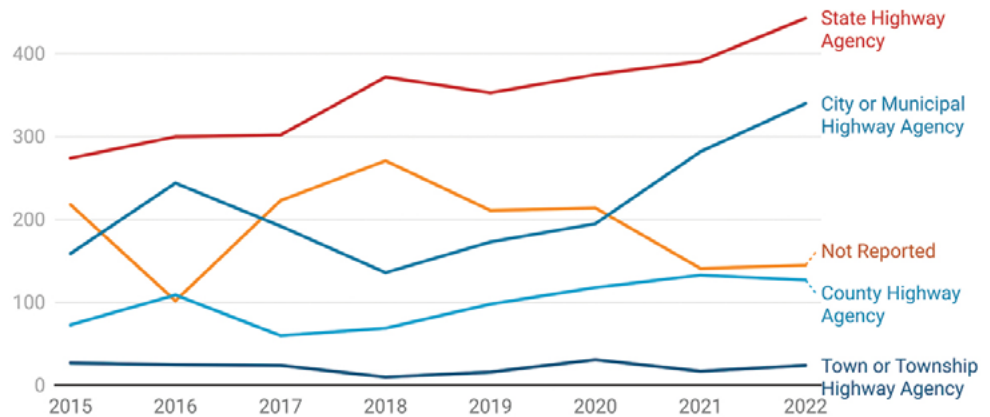
survey. Celebrate the release of this new Guide and check that your state Department of Transportation has a plan to roll this guidance out with training opportunities for its staff and partner agencies.

Safety

The Safety category consists of four questions worth 40 points or 16 percent of all available points. On average, states received 50.4 percent of available points in the Safety category and it was the best scoring category for seven states. All of the states where this category was their best category had better than average safety outcomes and set targets to reduce serious injuries and deaths for people biking and walking as part of required target setting for the federal Highway Safety Improvement Program. Since states have been **required to set targets**, most states have set targets showing increasing serious injuries and deaths and often have exceeded those targets. Setting targets for reduced serious injuries and deaths was a differentiator.

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

Action Tip: Nationwide and in many states, roads and streets owned by state Departments of Transportation are the most common place where bicyclists are killed. While states often own relatively few roads, bicyclist deaths are almost always more likely to occur on those roads due to high speeds,

high volumes, and limited safe facilities for bicycling. The Infrastructure Investment and Jobs Act required every state to complete a Vulnerable Road User Safety Assessment and advocates can use those assessments to focus the state on improving safety on state roads.

READY TO RIDE

In 2024, we introduced two new Safety questions aligned with our Ready to Ride (R2R) Campaign, which aims to ensure that all students receive on-bike education as part of their regular instruction. As the R2R Campaign progresses, we will continue refining our approach and evolving our metrics to better assess the integration of cycling education within school systems. This will likely result in future revisions and the addition of more questions related to in-school cycling education.

The 2024 survey includes two questions evaluating: (1) the extent to which state physical education (PE) standards incorporate bicycling, and (2) whether state Departments of Transportation (DOTs) administer or

partner with third-party organizations to deliver bicycle education in schools.

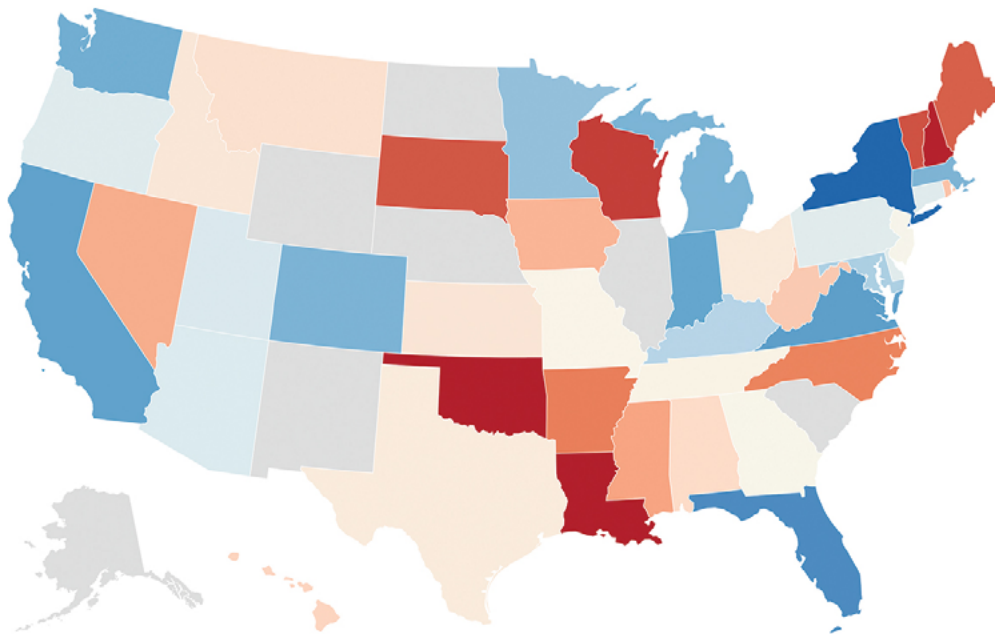
Our review of PE standards reveals that, while no state currently requires students to learn to ride, most states reference cycling as an activity or include safety elements within the context of PE standards as ways students can show they have mastered a skill or process. Regarding state DOT involvement, nearly half of the states report playing an active role in supporting cycling education within some schools. This is frequently achieved through working with the Safe Routes Partnership, state-run Safe Routes to School programs, and local or state cycling advocacy organizations.

Funding

The Funding category consists of six questions worth 40 points or 16 percent of all available points. On average, states received 50.4 percent of available points in the Funding category and it was the best scoring category for one state – Mississippi. Most questions use federally reported data to answer questions about each state's use of federal transportation funds and participation in optional and required safety programs. While many states saw increases in funding thanks to the Infrastructure Investment and Jobs Act, our scoring prioritizes spending as a percentage of all federal transportation funding which limited the impact of those increases because many states increased spending on roadways at greater rates than bicycle and pedestrian infrastructure.

Average Reported State Funding for Bicycling Improvements

State reporting is highly variable. Reported annual state funding for bicycling improvements has ranged from a low of \$12 to a high of more than \$600 million. States in blue have higher reported spending than those in red. Seven states have never reported spending on bicycling improvements.



This map is color-coded based on average reported state funding based on survey answers for the seven reporting years between 2013 and 2024.

Map: The League of American Bicyclists • Source: Bicycle Friendly State ranking • Created with Datawrapper

Action Tip: State funding for bicycling improvements is important to provide a local match for federal funding programs that typically require a 20 percent match for accomplishing state and local goals related to bicycling. Data reported to the League about state funding for bicycling appears to often reflect one-time legislative allocations of

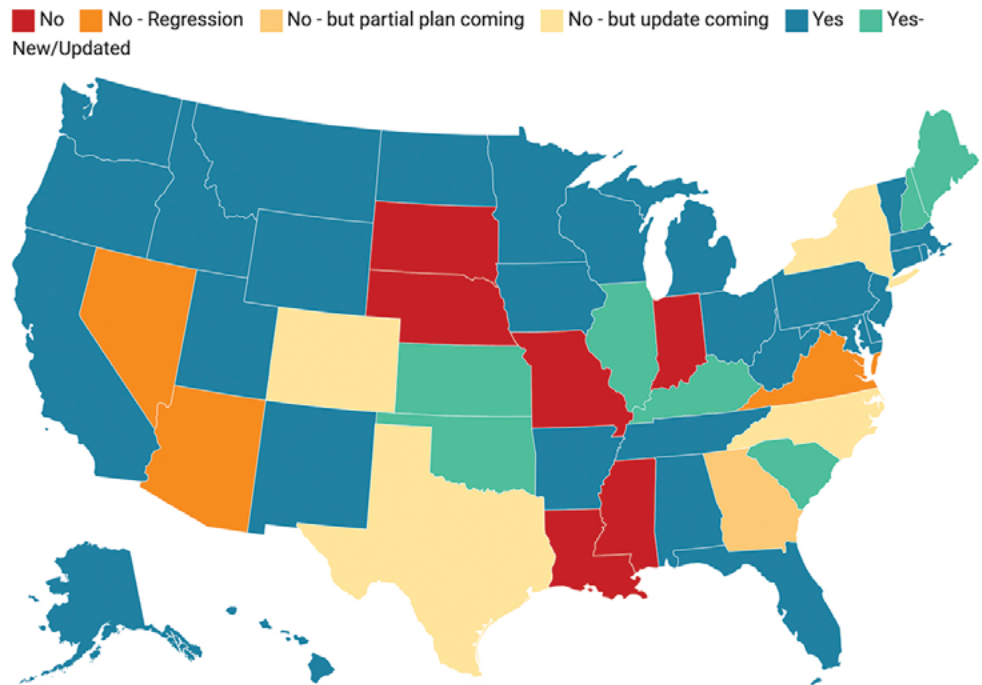
funding regardless of the timeline for use of those funds. While the data we have on state funding should be interpreted cautiously, it is obvious that major gains come from state legislative funding packages and securing consistent state funding for bicycling improvements should be a goal of every statewide bicycle advocate.

Planning

The Planning category consists of six questions worth 35 points or 14 percent of all available points. On average, states received 55 percent of available points in the Planning category and it was the best scoring category for seven states. Both Washington and California had perfect scores for this category. The quality of each state's complete streets actions, whether a law, policy, or a lesser action, was a significant reason for differences in state's scores. Our scoring prioritizes laws as the highest scoring action due to their tendency to be broadly applicable within the state (potentially impacting both the state DOT and local agencies) and their legal standing that encourages compliance with the complete streets policy present in the law or adopted in reference to it.

States with Bike Plans adopted in the last 10 years

Since 2015, the League of American Bicyclists has recommended that every state adopt a statewide plan to improve the safety and experience of people who bike at least every 10 years. Regular bicycle planning keeps states up-to-date on best practices and aids accountability. As of 2024, there are 36 states with a statewide bicycle plan adopted in the last 10 years.



Map reflects statewide bike plans as reported to the League of American Bicyclists in August 2024.
Map: The League of American Bicyclists • Source: The League of American Bicyclists • Created with Datawrapper

Action Tip: If your state does not have a bike plan updated within the last ten years, work with your state Department of Transportation to communicate the benefits of consistent bike planning and advocate for planning. Consistent bike

planning keeps agencies up-to-date with changes in best practices, ensures that improvements can be coordinated in ways that reduce costs, and helps create safer networks rather than stranded facilities.

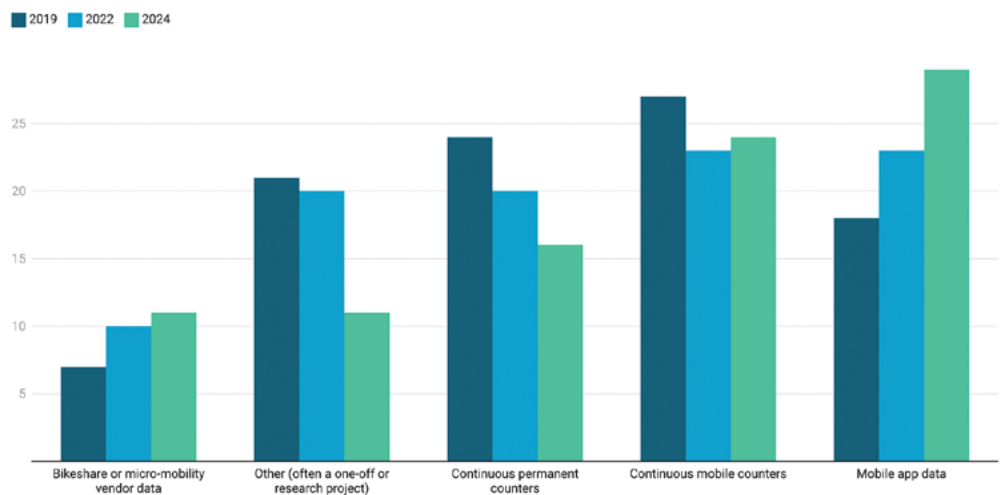
Every Ride Counts

The Every Ride Counts category consists of five questions worth 35 points or 14 percent of all available points. On average, states received 29 percent of available points in the Safety category and it was not the best scoring category for any state. This is by far the worst scoring category and it had the lowest best score, with Massachusetts earning 73 percent of available points.

When the Federal Highway Administration published, “[Moving to a Complete Streets Design Model: A Report to Congress on Opportunities and Challenges](#)” they said, “Interviewees noted that non-motorized traveler volumes are the most broadly applicable data that would aid in implementing Complete Streets.” The low scores in this category show that we are not close to having that data.

State support for bicycle counting

In our survey data, 22 states said they fund bicycle count programs. Several states reported using counting technology despite not funding a program, with mobile app data increasingly used over time. Mobile app data typically estimates bicycle volumes based on the speeds and behaviors of mobile devices sharing their locations.



The FHWA's report to Congress can be found at <https://highways.dot.gov/complete-streets/moving-complete-streets-design-model-report-congress-opportunities-and-challenges>
Chart: The League of American Bicyclists • Source: The League of American Bicyclists • Created with Datawrapper

Action Tip: According to survey data, 22 states operate or fund bicycle survey or count programs, which is four fewer than in 2022. It is difficult to know if safety is improving or if efforts to get people to bike more are working if there is no effort to improve our understanding of how much bicycling is occurring. Our most recent survey shows a

strong increase in efforts that use mobile app data and fewer efforts that use permanent counters. Bike advocates should work with state agencies to ensure that the counting methods used are appropriate for the goals of the state, whether that is project evaluation or safety planning, and that funding is consistently available.



BICYCLE FRIENDLY STATE RANKING

2024

CATEGORY SCORE OUT OF 100%
 0-19% 20-39% 40-59% 60-79% 80-100%

RANK	STATE	NUMBER OF BICYCLE FRIENDLY ACTIONS*	FUNDING	INFRASTRUCTURE	LAWS	PLANNING	CAPACITY & SUPPORT	SAFETY	EVERY RIDE COUNTS
1	WASHINGTON	👍👍👍👍👍	65	100	86	100	90	71	63
2	MASSACHUSETTS	👍👍👍👍👍	63	98	63	97	90	74	73
3	OREGON	👍👍👍👍👍	89	80	83	80	96	63	66
4	CALIFORNIA	👍👍👍👍👍	56	95	86	100	90	58	60
5	MINNESOTA	👍👍👍👍👍	68	98	43	86	82	70	53
6	COLORADO	👍👍👍	58	79	63	69	88	46	44
7	DELAWARE	👍👍👍	51	86	66	60	76	60	56
8	FLORIDA	👍👍👍👍👍	58	90	63	63	96	48	63
9	MARYLAND	👍👍👍👍👍	57	90	77	91	92	76	45
10	MICHIGAN	👍👍👍	48	83	46	74	92	47	48
11	ILLINOIS	👍👍👍👍👍	31	56	80	77	92	67	57
12	VIRGINIA	👍👍👍	62	78	66	40	94	42	33
13	CONNECTICUT	👍👍👍	43	98	74	91	44	77	2
14	UTAH	👍👍👍	63	85	43	66	80	34	59
15	NEW YORK	👍👍👍	57	60	26	63	88	64	61
16	OHIO	👍👍👍	57	59	63	54	58	74	46
17	NORTH CAROLINA	👍👍	47	80	71	40	80	67	30
18	RHODE ISLAND	👍👍👍	45	73	66	80	42	56	44
19	PENNSYLVANIA	👍👍👍	43	84	60	49	58	38	17
20	INDIANA	👍👍👍👍👍	57	88	60	40	74	44	33
21	KANSAS	👍👍👍	53	84	60	54	74	67	11
22	VERMONT	👍👍👍👍👍	49	0	49	66	74	81	41
23	GEORGIA	👍👍	42	81	63	31	74	45	3
24	IOWA	👍👍👍👍👍	66	98	20	43	74	32	39
25	HAWAII	👍👍👍👍👍	63	76	60	80	42	42	28
26	NEW JERSEY	👍👍👍	40	75	46	71	74	48	15
27	WISCONSIN	👍👍👍	47	78	46	54	58	72	33
28	MAINE	👍👍👍👍👍	36	76	51	69	42	47	39
29	TENNESSEE	👍👍👍	47	83	60	54	42	29	7
30	TEXAS	👍👍	46	61	14	54	92	57	37
31	NEW HAMPSHIRE	👍👍👍	62	50	43	54	42	68	22
32	KENTUCKY	👍👍👍	52	64	37	74	90	24	12
33	WEST VIRGINIA	👍👍👍	55	49	46	77	42	49	-3
34	ALASKA	👍👍	50	64	26	54	42	49	35
35	NEW MEXICO	👍👍👍	52	58	31	60	42	29	28
36	IDAHO	👍	47	65	9	29	58	36	57
37	ARIZONA	👍	45	35	80	14	42	29	4
38	NEVADA	👍👍	47	28	60	26	42	55	13
39	ARKANSAS	👍👍	48	83	40	43	42	26	2
40	LOUISIANA	👍👍	49	43	60	51	2	55	5
41	NORTH DAKOTA	👍👍	44	35	46	29	42	64	23
42	OKLAHOMA	👍👍	55	58	40	43	74	37	21
43	MONTANA	👍👍	34	84	20	40	42	30	22
44	WYOMING	👍👍	38	48	40	29	20	44	30
45	SOUTH DAKOTA	👍	35	34	43	0	48	59	-3
46	ALABAMA	👍👍👍	53	3	60	40	42	24	-5
47	SOUTH CAROLINA	👍👍	32	28	11	63	42	27	8
48	NEBRASKA	👍👍	21	8	49	0	42	49	4
49	MISSOURI	👍	44	8	11	6	34	59	2
50	MISSISSIPPI	👍👍👍	48	16	46	11	42	12	-5

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* Bicycle Friendly Actions include a Complete Streets policy, a safe passing law, a statewide bike plan, spending 2% or more of federal transportation money on biking and walking, and state speed limit laws for slow roads.

LEARN MORE AT [BIKELEAGUE.ORG/STATES](https://bikeleague.org/states).