



# BICYCLE FRIENDLY STATE REPORT CARD

## ARIZONA

RANKED

23

OF 50

STATE ADVOCACY GROUP:  
COALITION OF ARIZONA  
BICYCLISTS

## Successes & Suggestions

The Bicycle Friendly State report card is based on over 100 data points for each state and input from state agencies and advocates. Based on the information we obtained for Arizona, the League of American Bicyclists believes the following actions will improve the safety, comfort, and accessibility of bicycling in Arizona.

Active transportation is an important part of community health and promotion of physical activity. Arizona should consider investing more in active transportation where communities have high rates of physical inactivity, obesity, diabetes, or other health issues associated with physical inactivity.

Congratulations to the Arizona legislature on joining 47 other states in banning texting and requiring the use of a hands-free device. The requirement to use a hands-free device will not be effective until 2021, so use the intervening years to educate drivers about the requirement and develop enforcement strategies for when it becomes effective.

The Arizona Complete Transportation Guidebook recommends "Bicycle lanes ... on roadways with speeds of 25 mph or greater." Including "separated bicycle facilities depending on context." The Arizona DOT and localities should work together to implement these recommendations.

The Arizona DOT is using the FHWA's Safe Transportation for Every Pedestrian (STEP) program and creating an Arizona-specific guide for local jurisdictions. The STEP program includes countermeasures like road diets that slow vehicle traffic and provide space for bike lanes. This effort can support improved bicyclist and pedestrian safety.

Arizona has set a safety target [[https://safety.fhwa.dot.gov/hsip/spm/state\\_safety\\_targets/](https://safety.fhwa.dot.gov/hsip/spm/state_safety_targets/)] that anticipates an increase in the number of non-motorized fatalities and serious injuries. While this target may reflect current trends, it is also a statement of goals and Arizona should set goals that reflect a commitment to improving road safety and reaching zero deaths and serious injuries.

Adopt a goal to increase the prevalence of people biking. More people biking can improve rates of physical activity, reduce emissions, and reduce cost of transportation projects compared to motor vehicle projects.

Adopt a statewide Complete Streets policy. The National Complete Streets Coalition has a model state policy and a variety of other resources to ensure adoption and implementation.

Provide specific training to engineers and planners on how to implement the Complete Streets/Accommodation Policy in everyday decisions.

Arizona has a high number of bicyclist fatalities. Ensure that bicycle safety is a major emphasis in all transportation projects, programs and policies to address this issue.

Arizona should update its Engineering Design Standards to include protected bike lanes. In 2017, a majority of states reported that they have such standards and they are expected in the next AASHTO Bike Design Guide.

	Infrastructure & Funding	D
	Education & Encouragement	C
	Legislation & Enforcement	A-
	Policies & Programs	D+
	Evaluation & Planning	B-

Get the full breakdown of each category and grade average on the next page.

Bicycle Friendly Actions <a href="http://bikeleague.org/bicycle-friendly-actions">bikeleague.org/bicycle-friendly-actions</a>	Action Taken?
Complete Streets Law / Policy	
Safe Passing Law (3ft+)	✓
Statewide bike plan last 10 years	✓
2% or more federal funds on bike/ped	✓
Bicycle Safety Emphasis Area	✓

Federal Data on Biking		Rank
Ridership	0.9% of commuters biking to work	8/50
Safety	11.9 fatalities per 10K bike commuters <sup>ii</sup>	31/50
Spending	\$2.47 per capita FHWA spending on biking and walking <sup>iii</sup>	34/50


<sup>i</sup> This figure is based upon the Census Bureau's American Community Survey (ACS) 5-year estimate.


<sup>ii</sup> This figure is based upon fatalities reported over a five-year period according to the National Highway Administration (NHTSA)'s Fatality Analysis Reporting System and the 2015 5-year ACS estimate of the number of bicycle commuters.


<sup>iii</sup> FHWA spending is based upon projects coded using any of three project types associated with bicycling and walking projects through the Federal Highway Administration (FHWA)'s Fiscal Management Information System. To calculate per capita spending we used a five-year average for fiscal years 2011-2016 and the 2015 5-year ACS state population estimate.


# Category Breakdown:


# ARIZONA

 <b>Infrastructure &amp; Funding</b> Ranked 40 of 50 States <span style="float: right;">D</span>	
<b>DESIGN AND EXISTENCE OF INFRASTRUCTURE</b> Has the state made it easy to build bicycle infrastructure and installed a variety of infrastructure on state facilities?	C-
<b>STATE TRANSPORTATION FUNDING</b> Does the state allocate funding to bicycling or limit state funding for bicycling?	F
<b>USE OF FEDERAL TRANSPORTATION FUNDING</b> Does the state take advantage of available federal funding for biking and walking?	C+
<b>PLANNED AND RECENTLY BUILT BICYCLE &amp; PEDESTRIAN FACILITIES</b> How many lane miles of bicycle and pedestrian facilities has the state reportedly planned to build and built?	A

 <b>Policies &amp; Programs</b> Ranked 40 of 50 States <span style="float: right;">D+</span>	
<b>COMPLETE STREETS</b> Does the state have a complete streets policy and processes to support its implementation?	D-
<b>DESIGN AND ACCESS POLICIES</b> Does the state have policies in place to ensure good design and access for people who bike and walk?	D
<b>STATE OF PRACTICE DEVELOPMENT</b> Does the state support trainings on bicycle and pedestrian infrastructure and complete streets implementation?	C-
<b>SUSTAINABLE TRANSPORTATION POLICIES</b> Does the state work incorporate multi-disciplinary considerations in the development and implementation of transportation projects?	C-

 <b>Education &amp; Encouragement</b> Ranked 28 of 50 States <span style="float: right;">C</span>	
<b>STATE DOT EDUCATION &amp; ENCOURAGEMENT SUPPORT</b> Does the state DOT support bicycling and walking events and education materials?	B
<b>MODE SHARE &amp; ADVOCACY</b> Do people bike to work and are they organized to advocate for improvements?	C+

 <b>Evaluation &amp; Planning</b> Ranked 24 of 50 States <span style="float: right;">B-</span>	
<b>STATE DOT BICYCLE &amp; PEDESTRIAN PLANS</b> Does the state have a bicycle and/or pedestrian plan and does that plan follow best practices?	B
<b>BICYCLE AND PEDESTRIAN SAFETY</b> Has the state made bicyclist and pedestrian safety an emphasis and what does data say about safety?	C-
<b>UNDERSTANDING PEOPLE WHO BIKE AND WALK</b> Does the state have programs in place to collect data on people who walk and bike?	C
<b>FORMAL USER GROUP ENGAGEMENT</b> Does the state have an official Bicycle and/or Pedestrian Advisory Committee and does it follow best practices?	F

 <b>Legislation &amp; Enforcement</b> Ranked 1 of 50 States <span style="float: right;">A-</span>	
<b>LAWS THAT REGULATE DRIVER BEHAVIOR AND METHODS OF ENFORCEMENT</b> Does the state have strong comprehensive distracted driving laws and allow photo enforcement?	B+
<b>LAWS THAT RESTRICT THE BEHAVIOR OF PEOPLE WHO BIKE AND WALK</b> How does the state unnecessarily restrict the behavior of people who bike and walk?	B+
<b>LAWS THAT CREATE PROTECTIONS FOR PEOPLE WHO BIKE AND WALK</b> Does the state have laws that provide specific protections for people who bike and walk?	A

SEE THE BICYCLE FRIENDLY STATE DATABASE MAP:  
[BIKELEAGUE.ORG/BFA/AWARDS](http://BIKELEAGUE.ORG/BFA/AWARDS)

The Bicycle Friendly State ranking is based on a comprehensive survey completed by state departments of transportation and state bicycling advocates. For more information, visit [bikeleague.org/states](http://bikeleague.org/states) or contact Ken McLeod at (202)-822-1333 or [ken@bikeleague.org](mailto:ken@bikeleague.org).

THE LEAGUE  
OF AMERICAN BICYCLISTS

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