



BICYCLE FRIENDLY STATE REPORT CARD

MICHIGAN

RANKED

15

OF 50

STATE ADVOCACY GROUP:
THE LEAGUE OF MICHIGAN
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 Michigan, the League of American Bicyclists believes the following actions will improve the safety, comfort, and accessibility of bicycling in Michigan.

The Michigan Department of Transportation is building on its past work of regional bicycle plans with a statewide comprehensive Active Transportation Plan. This effort should help coordinate county and city efforts and set the stage for more improvements for people who bike and walk.

Congratulations on taking steps to create a statewide pedestrian and bicycle count program. Developing data on bicycle and pedestrian volumes is important for understanding the success of projects.

Michigan should adopt a law that requires the use of a hands-free device while driving. Such laws make it easier to enforce distracted driving laws.

Congratulations on adopting a safe passing law, which requires drivers to provide a safe passing distance of at least three feet when overtaking a person bicycling. Make sure that this law is publicized to law enforcement and the public through a coordinated safety messaging campaign.

Adopt a law that allows people biking to treat stop signs as yield signs. This type of law has been adopted in Arkansas, Delaware, Idaho, and Oregon.

Michigan 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.

Ensure that state guidelines, plans, policies, or other documents are updated so that they are consistent with and make it routine to implement your state's bike plan or bicycle and pedestrian plan.

Adopt the NACTO Urban Streets Design Guide in order to ensure that guidance on a wide variety of active transportation facilities and traffic calming methods are available to all staff within your state DOT.

Adopt a vulnerable road user law that increases penalties for a motorist that injures or kills a bicyclist or pedestrian.

Michigan has set a safety target [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 Michigan should set goals that reflect a commitment to improving road safety and reaching zero deaths and serious injuries.

	Infrastructure & Funding	C
	Education & Encouragement	C
	Legislation & Enforcement	B
	Policies & Programs	C
	Evaluation & Planning	B

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

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


Federal Data on Biking		Rank
Ridership	0.4% of commuters biking to work	25/50
Safety	15 fatalities per 10K bike commuters ⁱⁱ	37/50
Spending	\$2.27 per capita FHWA spending on biking and walking ⁱⁱⁱ	37/50


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


ⁱⁱ 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.


ⁱⁱⁱ 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: MICHIGAN

 Infrastructure & Funding Ranked 23 of 50 States C	
DESIGN AND EXISTENCE OF INFRASTRUCTURE Has the state made it easy to build bicycle infrastructure and installed a variety of infrastructure on state facilities?	B-
STATE TRANSPORTATION FUNDING Does the state allocate funding to bicycling or limit state funding for bicycling?	C
USE OF FEDERAL TRANSPORTATION FUNDING Does the state take advantage of available federal funding for biking and walking?	C+
PLANNED AND RECENTLY BUILT BICYCLE & PEDESTRIAN FACILITIES How many lane miles of bicycle and pedestrian facilities has the state reportedly planned to build and built?	C

 Policies & Programs Ranked 15 of 50 States C	
COMPLETE STREETS Does the state have a complete streets policy and processes to support its implementation?	B-
DESIGN AND ACCESS POLICIES Does the state have policies in place to ensure good design and access for people who bike and walk?	C
STATE OF PRACTICE DEVELOPMENT Does the state support trainings on bicycle and pedestrian infrastructure and complete streets implementation?	B+
SUSTAINABLE TRANSPORTATION POLICIES Does the state work incorporate multi-disciplinary considerations in the development and implementation of transportation projects?	C+

 Education & Encouragement Ranked 18 of 50 States C	
STATE DOT EDUCATION & ENCOURAGEMENT SUPPORT Does the state DOT support bicycling and walking events and education materials?	A
MODE SHARE & ADVOCACY Do people bike to work and are they organized to advocate for improvements?	C

 Evaluation & Planning Ranked 18 of 50 States B	
STATE DOT BICYCLE & PEDESTRIAN PLANS Does the state have a bicycle and/or pedestrian plan and does that plan follow best practices?	C+
BICYCLE AND PEDESTRIAN SAFETY Has the state made bicyclist and pedestrian safety an emphasis and what does data say about safety?	C
UNDERSTANDING PEOPLE WHO BIKE AND WALK Does the state have programs in place to collect data on people who walk and bike?	C+
FORMAL USER GROUP ENGAGEMENT Does the state have an official Bicycle and/or Pedestrian Advisory Committee and does it follow best practices?	A

 Legislation & Enforcement Ranked 9 of 50 States B	
LAWS THAT REGULATE DRIVER BEHAVIOR AND METHODS OF ENFORCEMENT Does the state have strong comprehensive distracted driving laws and allow photo enforcement?	C
LAWS THAT RESTRICT THE BEHAVIOR OF PEOPLE WHO BIKE AND WALK How does the state unnecessarily restrict the behavior of people who bike and walk?	A-
LAWS THAT CREATE PROTECTIONS FOR PEOPLE WHO BIKE AND WALK Does the state have laws that provide specific protections for people who bike and walk?	B

SEE THE BICYCLE FRIENDLY STATE DATABASE MAP:
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 or contact Ken McLeod at (202)-822-1333 or ken@bikeleague.org.



**WE'RE ALL IN THIS
TOGETHER!**

**THE LEAGUE
OF AMERICAN BICYCLISTS**

JOIN US!

As a member, you'll receive *American Bicyclist*, *Bicycling* magazine, and help propel the bike movement forward as we work to make bicycling safer, more convenient, and accessible to all. JOIN TODAY AT BIKELEAGUE.ORG/JOIN