BICYCLE FRIENDLY STATE REPORT CARD

WE'RE BUILDING A **BICYCLE FRIENDLY AMERICA** *FOR* **EVERYONE**

3% PERCENT OF STATE IN BFC SILVER+

STATE ADVOCACY GROUP:

LEAGUE OF MICHIGAN BICYCLISTS

MICHIGAN

#11 NATIONAL RANK (OF 50)

#2 REGIONAL RANK MIDWESTERN (OF 13)

SEE THE REPORT CARD USE GUIDE

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

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.

Michigan has a bicyclist fatality rate worse than the national average. Nationwide, high-speed arterial roadways, often owned by a state DOT, are the most common place people biking are killed. Improve those roadways to improve bicycle safety. Michigan's NHTSA data shows that 28% of bicyclist deaths are on state owned roadways while the state only owns 8% of roadways. All reported bicyclist deaths on state owned roadways were reported to be on arterial roadways.

Long associated with the auto industry, Michigan has the opportunity to be known for bicycling innovation with organizations like PEAC, programs like Adaptive MoGo, and innovations in auto safety that improve the safety of people biking and walking. PEAC and Adaptive MoGo are leading on providing adaptive cycling options to people with disabilities.

In our last report card, we recognized Michigan for 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. Efforts to create a count program continue and we look forward to it becoming institutionalized.

The Crash Avoidance System Evaluation Act was introduced in Congress in 2021 and would require an evaluation of how accurately crash-avoidance systems detect pedestrians, bicyclists and others with darker skin compared with those with lighter skin. Given Michigan's large auto industry, it would be a powerful signal if a Congressional representative from Michigan co-sponsored this legislation in the future.

Since the last Bicycle Friendly State ranking, Michigan has improved on each of its key federal data. While these key data are still slightly lower than average, it is great to see improvements. The statewide active transportation plan contained in MDOT's Michigan Mobility 2045 will hopefully lead to the continuation of these trends.

Bicycle Friendly Actions	Progress?
Complete Streets Law / Policy	Yes
Safe Passing Law (3ft+)	Yes
Statewide bike plan last 10 years	Yes - New/Updated
2% or more federal funds on bike/ped	Yes
Bicycle Safety Emphasis Area	Yes

Federal Data on Biking		Rank
Ridership	**0.4%** of commuters biking to work	25/50
Safety	**13.9** fatalities per 10K bike commuters	38/50
Spending	**$2.93** per capita FHWA spending on biking and walking	25/50

SEE THE BICYCLE FRIENDLY STATE DATABASE MAP:
BIKELEAGUE.ORG/BFA/AWARDS

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