



Photo by Teena Waldman

# EXECUTIVE SUMMARY

## What isn't counted, doesn't count.

Government officials working to promote bicycling and walking need data to evaluate their efforts. In order to improve something, there must be a means to measure it. The Alliance for Biking & Walking's Benchmarking Project is an ongoing effort to collect and analyze data on bicycling and walking in all 50 states and the 51 largest cities. This is the third biennial Benchmarking Report. The first report was published in 2007, the second in 2010, and the next report is scheduled for January 2014.

## Objectives

### (1) Promote Data Collection and Availability

The Benchmarking Project aims to collect data from secondary sources (existing databases) and to conduct surveys of city and state officials to obtain data not collected by another national source. A number of government and national data sources are collected and illustrated in this report. Through state and city biennial surveys, this project makes new data available in a standardized format that otherwise does not exist.

## (2) Measure Progress and Evaluate Results

The Benchmarking Project aims to provide data to government officials and advocates in an accessible format that helps them measure their progress toward increasing bicycling and walking and evaluate the results of their efforts. Because the Benchmarking Project is ongoing, cities and states can measure their progress over time and will see the impacts of their efforts. By providing a consistent and objective tool for evaluation, organizations, states, and cities can determine what works and what doesn't. Successful models can be emulated and failed models reevaluated.

## (3) Support Efforts to Increase Bicycling and Walking

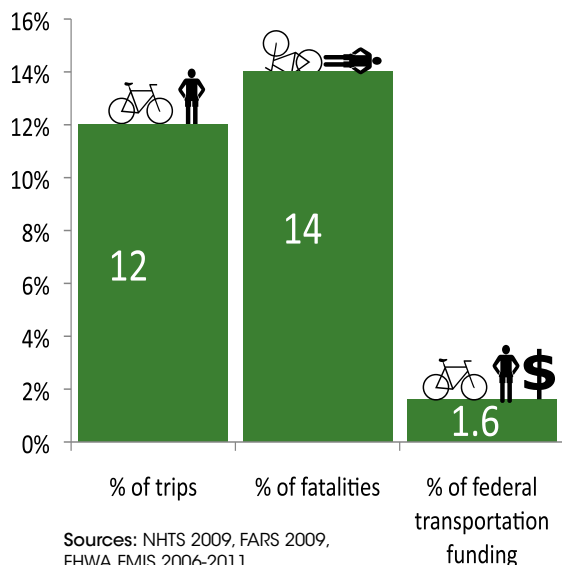
This project will ultimately support the efforts of government officials and bicycle and pedestrian advocacy organizations to increase bicycling and walking in their communities. By providing a means for cities and states

to compare themselves to one another, this report will highlight successes, encourage communities making progress, and make communities aware of areas where more effort is needed. By highlighting the top states and cities, other states and cities will gain inspiration and best practice models. This report is intended to help states and communities set goals, plan strategies, and evaluate results.

## Data Collection





This report focuses on 50 states and the 51 largest U.S. cities. Most bicycling and walking is in urban areas, and because of short trip distances, the most potential for increasing bicycling and walking is in cities. Whenever possible, the Alliance collected data for this report directly from uniform government data sources. Researchers collected data that were not readily accessible from national sources through two surveys for cities and states. In October 2010,

Levels of Bicycling and Walking, Bike/Ped Fatalities, and Bike/Ped Funding in the U.S.



**Bicyclists and pedestrians make up 12% of all trips and account for 14% of traffic fatalities, yet just 1.6% of federal transportation funds go to these modes.**

## Overview of Walking, Bicycling, Transit, and Car Mode Share

Mode of Travel	% of Commuters (1)		% of All Trips Nationwide (2)
	Nation-wide	Major U.S. Cities	
	2.9%	4.9%	10.5%
	0.6%	0.9%	1.0%
	5.0%	17.2%	1.9%
	91.5%	77.0%	86.6%

Sources: (1) ACS 2009 (2) NHTS 2009 Notes: (3) This includes trips by private car and "other" means that are not public transportation, bicycling, or walking.

the Benchmarking Project team reached out to 50 states and 51 cities, utilizing the staff of cities, state departments of transportation, metropolitan planning organizations, and advocacy organizations to provide data for city and state surveys. The surveys complemented existing government data sources to create a comprehensive reserve of data that evaluates multiple factors that affect bicycling and walking in cities and states.

## Results

### Levels of Bicycling and Walking

From 1990 to 2009, the percent of commuters who bicycle to work increased from 0.4% to 0.6% while the percent of commuters who walk to work decreased from 3.9% to 2.9%. According to the 2009 American Community Survey (ACS), 3.4% of commuters nationwide are bicyclists (0.55%) or pedestrians

## Changes 2005-2010

	05/06	07/08	09/10
<b>KEY FIGURES</b>			
Percent of commuters who walk	2.5%	2.8%	2.9%
Percent of commuters who bicycle	0.4%	0.5%	0.6%
Percent of commuters who walk or bicycle	2.9%	3.3%	3.4%
Percent of traffic fatalities: ped	11.2%	11.3%	11.7%
Percent of traffic fatalities: bicycle	1.7%	1.8%	1.8%
Number of ped traffic fatalities	4,892	4,699	4,092
Number of bicycle traffic fatalities	786	701	630
Percent of fed. trans. \$ to bike/ped	1.5%	1.2%	1.6%
Number of states/cities responding(2)	46/45	47/48	48/48
<b>STATE POLICIES (Number of states with)</b>			
Goal to increase walking	16(1)	22	35
Goal to increase bicycling	16(1)	21	35
Goal to decrease ped fatalities	18(1)	31	41
Goal to decrease bicycle fatalities	18(1)	31	38
Bicycle advisory committee	*	20	24
Pedestrian advisory committee	*	18	22
Bicycle master plan	*	27	27
Pedestrian master plan	*	24	25
Safe passing legislation	*	14	21
Complete streets policy	10	17	24
<b>CITY POLICIES (Number of cities with)</b>			
Goal to increase walking	25(1)	20	36
Goal to increase bicycling	25(1)	33	46
Goal to decrease ped fatalities	20(1)	19	31
Goal to decrease bicycle fatalities	20(1)	26	39
Bicycle advisory committee	*	33	36
Pedestrian advisory committee	*	31	26
Bicycle master plan	*	36	42
Pedestrian master plan	*	12	22
Complete streets policy	8	13	18
<b>STATE PROVISIONS</b>			
Per capita \$ to bike/ped	\$2.50	\$1.29	\$2.17
<b>CITY PROVISIONS</b>			
Per capita \$ to bike/ped	\$1.83	\$1.49	\$1.80
Miles bicycle facilities/sq. mile	1.3	1.4	1.8
Bike parking at transit/10K people	1.7	2.5	2.5
% buses with bike racks	69%	93%	95%
<b>STATE EDUCATION &amp; ENCOURAGEMENT (Number of states with)</b>			
Annual state bike/ped conference	*	15	25
Drivers test questions on bicycling	*	23	32
Share the road/safety campaign	*	33	38
<b>CITY EDUCATION &amp; ENCOURAGEMENT (Number of cities with)</b>			
Youth bike ed courses	*	29	38
Adult bike ed courses	*	33	41
Bike to Work Day events	*	37	43
Open street (ciclovía) initiatives	*	12	21
City-sponsored bike ride	*	23	32
<b>OTHER</b>			
States with dedicated advocacy org	32	35	43
Cities with dedicated advocacy org	32	34	36

(1) Walking and bicycling were combined in this survey (2) Number of states/cities who responded to the Benchmarking Report survey  
\* = Data unavailable

## High to Low Ranking of Bicycling and Walking Levels

### STATES

1. Alaska
2. Vermont
3. New York
4. Montana
5. Oregon
6. Hawaii
7. Massachusetts
8. South Dakota
9. Wyoming
10. Maine
11. North Dakota
12. Pennsylvania
13. Idaho
14. Iowa
15. Washington
16. Colorado
17. Wisconsin
18. Minnesota
19. California
20. Illinois
21. Nebraska
22. Utah
23. New Jersey
24. New Hampshire
25. Rhode Island
26. Connecticut
27. Kansas
28. New Mexico
29. Arizona
30. West Virginia
31. Nevada
32. Maryland
33. Delaware
34. Michigan
35. Indiana
36. Virginia
37. Kentucky
38. Ohio
39. Louisiana
40. Missouri
41. Oklahoma
42. Florida
43. North Carolina
44. South Carolina
45. Texas
46. Mississippi
47. Arkansas
48. Georgia
49. Tennessee
50. Alabama

### CITIES

1. Boston
2. Washington, DC
3. San Francisco
4. Seattle
5. New York
6. Portland, OR
7. Minneapolis
8. Philadelphia
9. Honolulu
10. New Orleans
11. Baltimore
12. Chicago
13. Oakland
14. Denver
15. Sacramento
16. Tucson
17. Milwaukee
18. Atlanta
19. Cleveland
20. Los Angeles
21. Miami
22. Long Beach
23. San Diego
24. Detroit
25. Columbus
26. Albuquerque
27. Austin
28. Raleigh
29. Colorado Springs
30. Mesa
31. Omaha
32. San Jose
33. Louisville
34. Fresno
35. Virginia Beach
36. Tulsa
37. Houston
38. Phoenix
39. Indianapolis
40. Las Vegas
41. Kansas City, MO
42. El Paso
43. Memphis
44. Charlotte
45. San Antonio
46. Arlington, TX
47. Nashville
48. Jacksonville
49. Dallas
50. Oklahoma City
51. Fort Worth

(2.86%). Residents of major U.S. cities are 1.7 times more likely to walk or bicycle to work than the national average. According to the 2009 National Household Travel Survey (NHTS) 1.0% of all trips are by bicycle and 10.5% of all trips are by foot nationwide. It is difficult to determine bicycling and walking mode share for all trips at the state and city levels because of small sample sizes of NHTS.

Bicycle and pedestrian commuters are generally distributed proportionately among ethnic groups in the U.S., according to the 2009 ACS. Greater disparities are found among genders. According to the 2009 NHTS, 49% of walking trips are men and 51% are female, yet among bicycle trips, 76% are male and only 24% are female. A look at age reveals that while walking is generally distributed proportionately among age groups, youth under age 16 make up 39% of bicycle trips. This age group accounts for just 21% of the population.

### Safety

In 2009, 4,092 pedestrians and 630 bicyclists were killed in traffic. This is down significantly from 2005 when 4,892 pedestrians and 786 bicyclists were traffic fatality victims. While overall numbers of bicycle and pedestrian fatalities are declining, pedestrians and bicyclists are still at a disproportionate risk for being a victim of a traffic fatality. Although just 10.5% of trips in the U.S. are by foot and 1.0% are by bicycle, 11.7% of traffic fatalities are pedestrians and 1.8% are bicyclists. In major U.S. cities, 12.7% of trips are by foot and 1.1% are by bicycle,

**Source:** 2007-2009 ACS Notes: This ranking is based on the combined bike and walk to work share from the 2007-2009 ACS. The number one position indicates the state and city with the highest share of commuters who commute by bicycle or foot. View graphs illustrating this data on pages 34 and 35 of this report.

yet 26.9% of traffic fatalities are pedestrians and 3.1% are bicyclists.

According to the 2007-2009 Fatality Analysis Reporting System (FARS) and the 2009 NHTS, seniors are the most vulnerable age group. While adults over 65 make up 10% of walking trips and 6% of bicycling trips, they account for 19% of pedestrian fatalities and 10% of bicyclist fatalities.

### Policies and Provisions

A number of policies and provisions are represented in this report including funding and staffing levels, infrastructure, written policies, and bike-transit integration. This report marks a significant increase in planning for bicycling and walking over the last two years. Many states and cities have adopted new plans and goals to increase bicycling and walking and reduce fatalities. Overall, states and cities still rank poorly for funding bicycling and walking at a rate proportionate to active transportation levels.

### Funding for Bicycling and Walking

2010 data from the Federal Highway Administration reveal that states spend just 1.6% of their federal transportation dollars on bicycling and walking. This amounts to just \$2.17 per capita for bicycling and walking. About 40% of these dedicated bicycle and pedestrian dollars are from the Transportation Enhancement (TE) program. The majority of TE funding (48%) goes toward building bicycle and pedestrian facilities and to bicycle and pedestrian education.

**Sources:** FARS 2007-2009 ACS 2007-2009 **Notes:** This ranking is based on the fatality rate which is calculated by dividing the number of annual pedestrian and bicycle fatalities (averaged between 2007-2009) by population (weighted, or multiplied, by share of the population walking and bicycling to work). The number one position indicates the safest state or city according to the fatality rate. View these data on pages 56-62 of this report.

## Low to High Ranking of Bike/Ped Fatality Rates

### STATES

1. Vermont
2. Nebraska
3. Alaska
4. Wyoming
5. South Dakota
6. North Dakota
7. Iowa
8. Maine
9. Massachusetts
10. Minnesota

11. Idaho
12. New Hampshire
13. Oregon
14. Washington
15. Wisconsin
16. Montana
17. New York
18. Pennsylvania
19. Kansas
20. Colorado
21. Hawaii
22. Utah
23. Illinois
24. Connecticut
25. West Virginia
26. Ohio
27. Indiana
28. Rhode Island
29. Virginia
30. Kentucky
31. New Jersey
32. California
33. Michigan
34. Missouri
35. Oklahoma
36. Nevada
37. Tennessee
38. New Mexico
39. Maryland
40. Arizona
41. Arkansas
42. Delaware
43. Texas
44. North Carolina
45. Georgia
46. Mississippi
47. Alabama
48. Louisiana
49. South Carolina
50. Florida

### CITIES

1. Boston
2. Minneapolis
3. Omaha
4. Seattle
5. Portland, OR
6. Washington, DC
7. New York
8. San Francisco
9. Philadelphia
10. Honolulu

11. Colorado Springs
12. Chicago
13. Cleveland
14. Oakland
15. Baltimore
16. Milwaukee
17. Sacramento
18. Denver
19. Virginia Beach
20. Tucson
21. Mesa
22. San Diego
23. New Orleans
24. San Jose
25. Columbus
26. Los Angeles
27. Atlanta
28. Indianapolis
29. Long Beach
30. Austin
31. Arlington, TX
32. Raleigh
33. Albuquerque
34. Las Vegas
35. El Paso
36. Memphis
37. Fresno
38. San Antonio
39. Nashville
40. Detroit
41. Houston
42. Charlotte
43. Louisville
44. Miami
45. Kansas City, MO
46. Oklahoma City
47. Tulsa
48. Phoenix
49. Dallas
50. Jacksonville
51. Fort Worth

## High to Low Ranking of Per Capita Funding to Bike/Ped

### STATES

1. Alaska
2. Vermont
3. Montana
4. Wyoming
5. Delaware
6. New Mexico
7. South Dakota
8. Rhode Island
9. Kentucky
10. Iowa
11. Minnesota
12. North Dakota
13. Indiana
14. Washington
15. Pennsylvania
16. New Hampshire
17. Missouri
18. Tennessee
19. Idaho
20. Maine
21. Florida
22. Arizona
23. Georgia
24. Oregon
25. Massachusetts
26. Alabama
27. North Carolina
28. Louisiana
29. Kansas
30. Colorado
31. Utah
32. Hawaii
33. Michigan
34. California
35. Connecticut
36. Nebraska
37. New York
38. Mississippi
39. West Virginia
40. Texas
41. Ohio
42. Wisconsin
43. Arkansas
44. Nevada
45. Illinois
46. South Carolina
47. New Jersey
48. Oklahoma
49. Virginia
50. Maryland

### CITIES

1. Washington, DC
2. Minneapolis
3. Sacramento
4. Miami
5. Tucson
6. Dallas
7. New Orleans
8. Albuquerque
9. Nashville
10. Oakland
11. Atlanta
12. Kansas City, MO
13. Portland, OR
14. Omaha
15. San Diego
16. Philadelphia
17. Raleigh
18. San Francisco
19. Indianapolis
20. Houston
21. San Jose
22. San Antonio
23. Charlotte
24. Denver
25. Austin
26. Milwaukee
27. Jacksonville
28. Memphis
29. Long Beach
30. Phoenix
31. Fresno
32. El Paso
33. Seattle
34. Detroit
35. Colorado Springs
36. Louisville
37. Columbus
38. Cleveland
39. Tulsa
40. Honolulu
41. Los Angeles
42. Boston
43. Fort Worth
44. Mesa
45. Baltimore
46. Chicago
47. Virginia Beach
48. Arlington, TX
49. Las Vegas
50. New York

### Planning and Legislation

Since the 2010 Benchmarking Report, there has been a 63% increase in the number of states that have published goals to increase bicycling and walking, and a 27% increase in the number of states that have published goals to reduce bicycle and pedestrian fatalities.

2011 League of American Bicyclist data on state legislation reveal that most states have basic bicyclists' rights legislation such as allowing bicyclists to legally ride two-abreast, signal right turns with their right hand, and to take a full traffic lane in the presence of a sidepath or bike lane. Twenty-one states have 3-foot passing laws that require motorists to pass bicyclists at a safe distance of at least three feet (up from 14 as of the 2010 Benchmarking Report).

A survey of other policies found that 19 (of the 51 largest) U.S. cities and 26 states have adopted complete streets policies that require streets be built to accommodate all potential road users. Nearly half of states report having a bicycle and pedestrian advisory committee. And 38 states report having a publicly available bicycle map.

Cities were surveyed on a number of planning and policy initiatives. Forty-one cities report having a bicycle master plan, and 21 have a pedestrian master plan. Over half of cities have bicycle and pedestrian advisory committees. (Continued page 16)

**Source:** FHWA FMIS 2006-2010 **Notes:** This ranking is based on the per capita spending of federal funds by states and cities on bicycling and walking using a 5-year average (2006-2010). Data is based on funds obligated to projects in this period and are not necessarily the amount spent in these years. The number one position indicates the state or city with the highest amount of per capita federal funding to bicycling and walking. Due to large amounts of deobligated funds in the 5-year period between 2006-2010, accurate funding estimates could not be obtained for Oklahoma City. View these data on pages 86-87 of this report.

# State Overview of Primary Benchmarking Indicators

Key: ● = Top 1/3 among states ○ = Bottom 1/3 among states \* = data unavailable

State	Mode Share	Safety	Funding	Policy (1)	Education/Encouragement (2)	Advocacy Capacity (3)
Alabama	○	○	●	○	○	●
Alaska	●	●	●	●	○	○
Arizona	●	○	●	●	●	●
Arkansas	○	○	○	○	○	●
California	●	●	●	●	●	●
Colorado	●	●	●	●	●	●
Connecticut	●	●	○	●	●	●
Delaware	●	○	●	●	●	●
Florida	○	○	●	●	●	●
Georgia	○	○	●	●	○	●
Hawaii	●	●	●	●	○	●
Idaho	●	●	●	●	○	●
Illinois	●	●	○	●	●	●
Indiana	○	●	●	○	●	*
Iowa	●	●	●	○	●	●
Kansas	●	●	●	●	●	*
Kentucky	○	●	●	●	●	○
Louisiana	○	○	●	●	●	○
Maine	●	●	●	●	●	●
Maryland	●	○	○	●	●	●
Massachusetts	●	●	●	●	○	●
Michigan	●	●	●	●	○	●
Minnesota	●	●	●	●	●	●
Mississippi	○	○	○	○	●	●
Missouri	○	●	●	○	●	●
Montana	●	●	●	*	*	○
Nebraska	●	●	○	○	○	○
Nevada	●	○	○	●	●	●
New Hampshire	●	●	●	○	●	●
New Jersey	●	●	○	●	●	●
New Mexico	●	○	●	*	*	●
New York	●	●	○	●	○	●
North Carolina	○	○	●	●	●	●
North Dakota	●	●	●	○	○	○
Ohio	○	●	○	○	●	*
Oklahoma	○	○	○	○	●	●
Oregon	●	●	●	●	●	●
Pennsylvania	●	●	●	●	○	●
Rhode Island	●	●	●	●	●	*
South Carolina	○	○	○	○	●	●
South Dakota	●	●	●	○	●	●
Tennessee	○	○	●	●	●	●
Texas	○	○	○	○	●	*
Utah	●	●	●	●	●	●
Vermont	○	●	●	●	●	*
Virginia	○	●	○	○	●	●
Washington	●	●	●	●	●	●
West Virginia	●	●	○	○	○	○
Wisconsin	●	●	○	●	●	●
Wyoming	●	●	●	○	●	○
Find the data (page)	45-46	56-57	86	68, 72, 80	111, 113	138

## Interpreting the State and City Overview Tables

The tables on this page and next give an overview of how states and cities compare in six areas. Full circles indicate the best ranking; states and cities with full circles are within the top 1/3 among their peers. Half-circles represent the middle 1/3, and empty circles represent the bottom 1/3. States and cities with the most filled in circles represent those that are setting the benchmarks for bicycling and walking levels, safety, funding, policies, education/encouragement, and advocacy capacity. Below is an explanation for how the rankings on this page and next were determined.

**Mode Share:** This ranking is based on the combined share of commuters who bicycle and walk to work averaged over the most recent three years. The top 1/3 states and cities are those with the highest percentage of workers who commute by bicycle and foot. **Data source:** ACS 2007-2009.

**Safety:** This ranking is based on the bicycle and pedestrian fatality rate defined as number of annual bicycle and pedestrian deaths (using a 3-year average) divided by the population (weighted, or multiplied, by share of commuters who bicycle and walk to work). The top 1/3 states and cities are those with the lowest fatality rate, and thus the highest safety ranking. **Data Sources:** FARS 2007-2009, ACS 2009.

**Funding:** This ranking is based on the federal dollars per capita that are obligated to bicycling and walking annually. The top 1/3 states and cities are those with the highest per capita investment of federal dollars in bicycling and walking. **Data Source:** FHWA 2004-2008.

**Policies:** This ranking is based on the total number of policies promoting bicycling and walking adopted by the state/city. **Policies counted for states include:** Goals to increase walking, increase bicycling, decrease pedestrian fatalities, and decrease bicycle fatalities; Master Plan adopted for bicycling, walking, and trails; Bike/ Ped advisory committee; legal 2-abreast riding for bicycles; 3-foot/safe passing legislation; spending target; publicly available bicycle map; complete streets policy. **Policies counted for cities include:** goals to increase walking, increase bicycling, decrease pedestrian fatalities, and decrease bicycle fatalities; Master Plan adopted for bicycling and for walking; Bike/ Ped advisory committee; bicycle parking requirements in building/ garages, new buildings, and at public events; complete streets policy. **Data Sources:** State surveys, city surveys, League of American Bicyclists (1)

**Education/Encouragement:** This ranking is based on the total number of education/encouragement programs and state/city events. **Those counted for states include:**

# City Overview of Primary Benchmarking Indicators

Key: ● = Top 1/3 among cities ◐ = Middle 1/3 among cities ○ = Bottom 1/3 among cities \* = data unavailable

Share the road/public safety campaign; info on bicycling in driver's manual; driver's test questions on bicycling; state-sponsored ride to promote bicycling/activity; bicycling enforcement as a policy academy requirement; bicycling enforcement in police continuing education; and existence of an annual statewide bike/ped conference. **Those counted for cities include:** Adult and youth bicycle education courses; Bike to Work Day events; open streets initiative; city-sponsored ride to promote bicycling/activity; public bike share program. **Data Source:** State and city surveys

**Advocacy Capacity:** This ranking is based on the 2010 per capita revenue of Alliance bicycling and walking advocacy organizations serving cities/states. Only statewide organizations are included for states and only organizations with a focus on serving a study area city are included for cities. Cities and states without dedicated Alliance advocacy organizations are marked by an empty circle. **Data Source:** Organization surveys (2)

**Notes:** (1) Because many states and cities have the same number of policies, policy rankings are not divided into even thirds. For states, those with more than 10 of the 14 policies considered are indicated with full circles; those with 8-10 policies are indicated with a half circle, and those with fewer than 8 policies are indicated with an empty circle. For cities, those with 10 or more of the 13 policies considered are indicated with full circles; those with 6-9 policies are indicated with a half circle, and those with 5 or fewer policies are indicated with an empty circle. (2) Because many states and cities have the same number of education and encouragement initiatives, these rankings are not divided into even thirds. For states, those with 6-7 of the 7 initiatives considered are indicated with full circles; those with 4-5 initiatives are indicated with a half circle, and those with 3 or fewer initiatives are indicated with an empty circle. For cities, those with 5-6 of the 6 initiatives considered are indicated with full circles; those with 3-4 initiatives are indicated with a half circle, and those with 2 or fewer initiatives are indicated with an empty circle. (3) These rankings are based on surveys of Alliance bicycling and walking advocacy organizations only. Because some cities and states are not served by dedicated Alliance advocacy organizations, for states, the 16 served by advocacy organizations with the greatest capacity are marked with a full circle, the 15 remaining states served by advocacy organizations are marked with half circles, and the remaining states not served by statewide Alliance advocacy organizations are indicated with empty circles. For cities the 15 served by advocacy organizations with the greatest capacity are marked with a full circle, the 14 remaining cities served by advocacy organizations are marked with half circles, and the remaining cities not served by dedicated Alliance advocacy organizations are indicated with empty circles.

City	Mode Share	Safety	Funding	Policy (1)	Education/Encouragement (2)	Advocacy Capacity (3)
Albuquerque	◐	◐	●	●	◐	*
Arlington, TX	○	◐	○	●	◐	○
Atlanta	◐	◐	●	◐	◐	●
Austin	◐	◐	◐	◐	◐	◐
Baltimore	●	●	○	◐	◐	○
Boston	●	●	○	○	●	●
Charlotte	○	○	◐	●	◐	◐
Chicago	●	●	○	◐	●	●
Cleveland	◐	●	○	*	*	◐
Colorado Springs	◐	●	○	○	◐	○
Columbus	◐	◐	○	●	◐	●
Dallas	○	○	●	◐	◐	◐
Denver	●	◐	◐	●	●	◐
Detroit	◐	○	◐	*	*	○
El Paso	○	○	◐	◐	○	○
Fort Worth	○	○	○	○	○	◐
Fresno	◐	○	◐	●	◐	○
Honolulu	●	●	○	◐	●	●
Houston	○	○	◐	◐	◐	◐
Indianapolis	○	◐	◐	*	*	●
Jacksonville	○	○	●	●	◐	○
Kansas City, MO	○	○	●	●	●	◐
Las Vegas	○	◐	○	◐	○	*
Long Beach	◐	◐	◐	○	●	◐
Los Angeles	◐	◐	○	◐	◐	◐
Louisville	◐	○	○	◐	●	◐
Memphis	○	○	◐	◐	◐	◐
Mesa	◐	◐	○	○	◐	○
Miami	◐	○	●	◐	◐	◐
Milwaukee	●	●	◐	◐	◐	◐
Minneapolis	●	●	●	●	●	●
Nashville	○	○	●	●	◐	○
New Orleans	●	◐	●	○	○	◐
New York	●	●	○	◐	●	●
Oakland	●	●	●	●	●	●
Oklahoma City	○	○	*	◐	○	○
Omaha	◐	●	●	◐	◐	*
Philadelphia	●	●	●	●	●	●
Phoenix	○	○	◐	◐	◐	○
Portland, OR	●	●	●	●	●	●
Raleigh	◐	◐	●	◐	○	○
Sacramento	●	●	●	●	◐	●
San Antonio	○	○	◐	○	◐	○
San Diego	◐	◐	●	◐	◐	◐
San Francisco	●	●	◐	●	●	●
San Jose	◐	◐	◐	●	●	*
Seattle	●	●	◐	●	◐	●
Tucson	●	◐	●	◐	◐	*
Tulsa	○	○	○	○	◐	●
Virginia Beach	○	◐	○	●	○	○
Washington, DC	●	●	●	●	●	*
Find the data (page)	45,47	59,62	87	69, 73	114	140



## Infrastructure

City surveys examined current and planned bicycle and pedestrian infrastructure in order to benchmark the progress communities are making. Specifically, cities reported miles of bike lanes, bicycle routes, and multi-use paths. On average, cities have 1.8 miles of bicycle facilities (bike lanes, multi-use paths, and signed bicycle routes) per square mile—a 29% increase since the 2010 Benchmarking Report.

While implementation of innovative facilities such as bicycle boulevards and colored bike lanes is low, surveys indicated that there are new projects currently being implemented or in the process of approval. The number of cities that report having implemented innovative facilities has increased significantly in the last two years. Seventy-three percent of cities now report having implemented sharrows, or shared lane markings.

## Bike-Transit Integration

Bike-transit integration has proved to be a vital aspect of effective bicycle systems. The report analyzes responses from city and state surveys, as well as American Public Transportation Association (APTA) data, to see how well cities are integrating bicycle systems with transit. Forty-four cities report that 100% of their bus fleet have bicycle racks, a 19% increase over the past two years. Major U.S. cities report an average of 2.5 bicycle parking spaces at bus stops for every 10,000 residents.

## Education and Encouragement

Education and encouragement programs at the state and city level are effective ways to inform the public and promote bicycling and walking. Infor-

mation from state and city surveys and the National Center for Safe Routes to School illustrates the growth in bicycle and pedestrian education in communities. National Walk and Bike to School Day is a popular encouragement activity with growing school participation nationwide.

Thirty-eight cities report having youth bicycle education courses and 41 have adult courses. Youth education is a vital area of outreach because it has the potential to influence the habits of the next generation. The number of youth who participate in bicycle education courses in cities increased by 31% from two years ago. Surveys indicate a 40% increase in adult participation levels for bicycle educational courses over the last two years.

League of American Bicyclists' data indicate that almost all states (49) have information on bicycling in their state driver's manual, yet just 32 states have questions on bicycling on their state driver's exam. The majority of states (38) have a "Share the Road" or similar public safety campaign. Seventeen states report sponsoring a statewide ride to promote bicycling or physical activity.

The Alliance also collected data on professional education regarding bicycling and walking. Overall, these efforts are growing among states, but there is still great room for improvement. Only 20 states have bicycle enforcement as a police academy requirement. And, just 25 states report having hosted a statewide bicycle and pedestrian conference.

Cities were also surveyed on encouragement activities including presence of and participation levels in Bike to Work

Day events, open street/ciclovía initiatives, and city-sponsored bicycle rides. Bike to Work Day is the most common encouragement event with 43 cities participating with an average of one participant for every 286 adults. Thirty-two cities sponsor rides to promote bicycling or physical activity with an average of one participant for every 350 residents. Twenty-one cities have open street (car-free or ciclovía) initiatives with an average of one participant for every 37 residents.

### Cycling and Walking Advocacy

Advocacy organizations have the potential to influence bicycling and walking in the communities they serve

by advocating for and winning new policies, funding, infrastructure, and programs. The number of Alliance state and local bicycle and pedestrian advocacy organizations has been increasing steadily since the Alliance was founded in 1996. This report measures organization capacity of Alliance member organizations and sets standards for membership, revenue, staffing, and media exposure. Results from Alliance organization surveys vary widely because of the great variation in maturity and operations of these organizations as well as the communities they serve. Some organizations in this report are decades old while others were founded not long before these surveys were collected.

Photo by Dan Burden, Walkable and Livable Communities Institute



Surveys indicate that organizations serving cities earn significantly more per capita than their statewide counterparts. Local organizations earn an average of \$0.15 per resident served while statewide organizations earn just \$0.03 per resident. In general, organization revenue is diversified, coming from membership and donations, events, fees, grants, contracts, and the bicycle industry. Local Alliance organizations also have much higher per capita membership levels averaging one member per 1,522 residents. Statewide organizations have an average of one member per 4,975 residents. Similarly, statewide organizations operate with an average of 0.4 full-time-equivalent staff (FTE) per million residents served. Organizations serving cities average 2.2 FTE staff per million residents.

### Factors Influencing Bicycling and Walking

Analysis in this report shows several positive relationships between bicycling and walking rates and safety, advocacy capacity, density, and car ownership. While weather does not appear to be a factor that directly influences bicycling levels, density, advocacy capacity, and car ownership are a few factors that appear to influence bicycling and walking trips.

ACS and FARS data indicate a positive correlation between bicycling and walking levels and safety. In line with previous studies, an increase in walking and bicycling levels is strongly related to increased bicyclist and pedestrian safety.

### Public Health Benefits

To see how bicycling and walking influence public health, the Alliance

compared public health data to bicycling and walking levels. Data from the Behavioral Risk Factor Surveillance System (BRFSS) and ACS reflect a direct relationship between levels of bicycling and walking and several public health indicators. Data suggest that the risk for such health problems as obesity, diabetes, asthma, and hypertension will decrease with more bicycling and walking. States with lower bicycling and walking levels on average have higher levels of obesity, diabetes, hypertension, and asthma. States with higher levels of bicycling and walking also have a greater percentage of adults who meet the recommended 30-plus minutes of daily physical activity. This suggests that increasing bicycling and walking can help achieve public health goals of increasing physical activity and lowering rates of overweight and obesity.

### Economic Benefits

To see how bicycling and walking influence the economic strength of communities, the Alliance surveyed numerous studies and data sources. Evidence suggests that bicycling and walking projects create 11-14 jobs per \$1 million spent, compared to just 7 jobs created per \$1 million spent with highway projects. Surveys show that facilities for bicycling and walking attract tourists, event participants, and business. In addition bicycling and walking are affordable investments that save commuters money and in turn equate to more money available for local economies.

Studies that have performed cost/benefit analysis on bicycling and walking facilities have found that these facilities have significant benefit for public health, traffic congestion, and air quality. The cost benefit ratio of Portland, OR's bicycle investments, looking at just

health and fuel savings, ranged from 3.8-to-1 to 1.3-to-1.

## Conclusions

While many state and local communities are making sufficient efforts to promote bicycling and walking, much more work needs to be done. Barriers in staffing and funding remain a consistent limitation to promoting bicycling and walking. Bicycling and walking make up 11.5% of all trips, and 13.5% of traffic fatalities, and yet receive just 1.6% of federal transportation dollars.

The proven environmental, economic, and personal health benefits that bicycling and walking offer are evidence that increasing bicycling and walking levels are in the public good, yet a much greater investment is needed throughout the U.S. This Benchmarking

Report identifies which cities and states are leading the way and provides links to resources (Appendix 5) from these communities.

The Alliance recommends that government officials and advocates take the time to evaluate their efforts to promote bicycling and walking. This report can be used by communities to see how they measure up, to identify role models, and to set new goals. Continued benchmarking and improvements in the availability of data will strengthen the report in the coming years, and lend a better understanding of the factors that influence bicycling and walking. Ultimately, by providing a tool for communities to consistently measure progress, evaluate results, and set new targets, this report will advance efforts for a more bicycle- and pedestrian-friendly America.

Photo by Frank Chan, San Francisco Bicycle Coalition

