



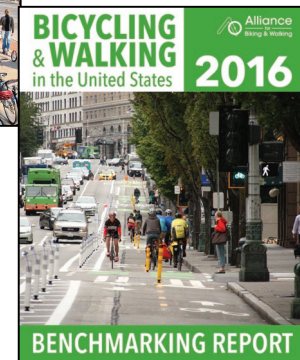
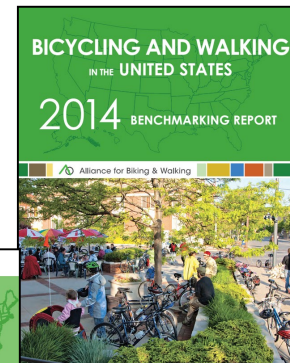
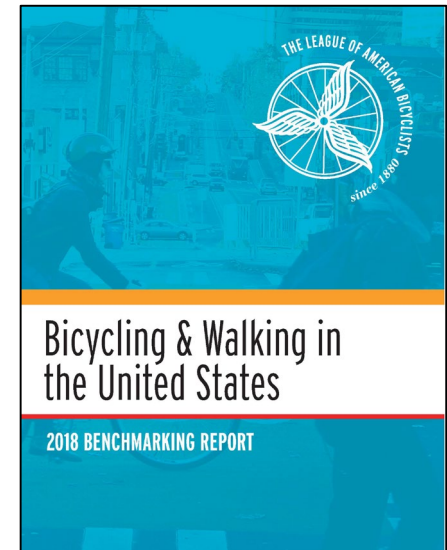
BENCHMARKING MONTGOMERY COUNTY

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BACKGROUND

- » Advocate created
 - » Local pilots in 2003
 - » First report in 2007
 - » Biennial update cycle initiated in 2010



OBJECTIVES

Original 3:

1. Promote Data Collection & Availability
2. Measure Progress & Evaluate Results
3. Support Efforts to Increase Bicycling & Walking

Secondary Objectives:

4. Make the Health Connection
5. Strengthen the Network of Partners for Biking & Walking

2018 REPORT

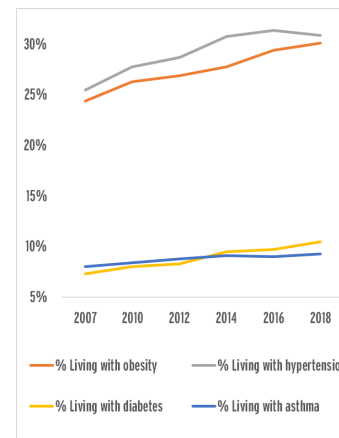
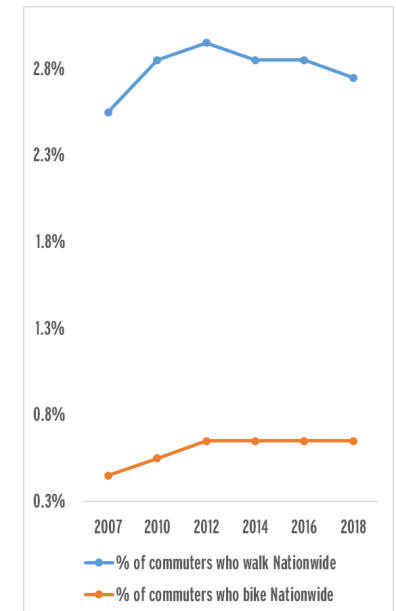
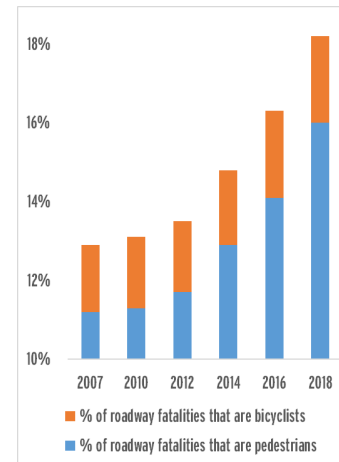
- » 5 Chapters
 - » Introduction
 - » Find Your Angle
 - » Make Your Case
 - » Show Your Data
 - » Appendix

IN THIS REPORT

Chapter 1: Introduction	1
» FEATURED CONTENT: EXECUTIVE SUMMARY	3
» FEATURED CONTENT: HIGHLIGHTED TRENDS	8
Chapter 2: Find Your Angle	22
» FEATURED CONTENT: LIVABLE COMMUNITIES SUPPORTER	29
Chapter 3: Make Your Case	32
» SECTION I: HEALTHY COMMUNITIES	34
» SECTION II: SAFE TRANSPORTATION	49
» SECTION III: STRONG ECONOMIES	67
» SECTION IV: CONNECTED ROUTES	79
» SECTION V: INFRASTRUCTURE FOR PHYSICAL ACTIVITY	92
» SECTION VI: EFFECTIVE TRANSPORTATION GOVERNANCE	108
» SECTION VII: LAWS & ENFORCEMENT TO PROMOTE BIKING & WALKING	122
» SECTION VIII: FUNDING & FINANCING TRANSPORTATION	136
» SECTION IX: ENGAGED PUBLIC	152
» SECTION X: EQUITY	166
Chapter 4: Show Your Data	178
» SECTION I: NATION	181
» SECTION II: STATES	209
» SECTION III: CITIES	275
Chapter 5: Appendix	348
» FEATURED CONTENT: ACKNOWLEDGMENTS	400

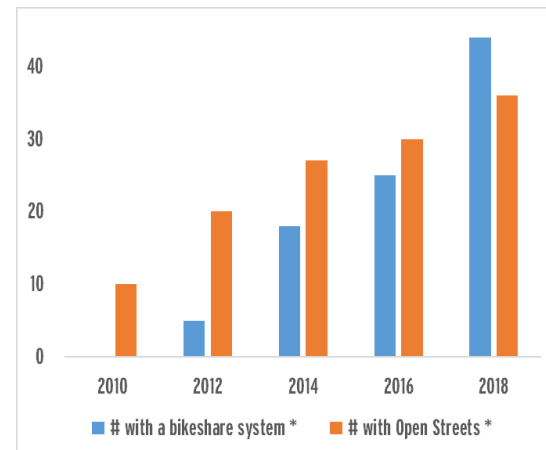
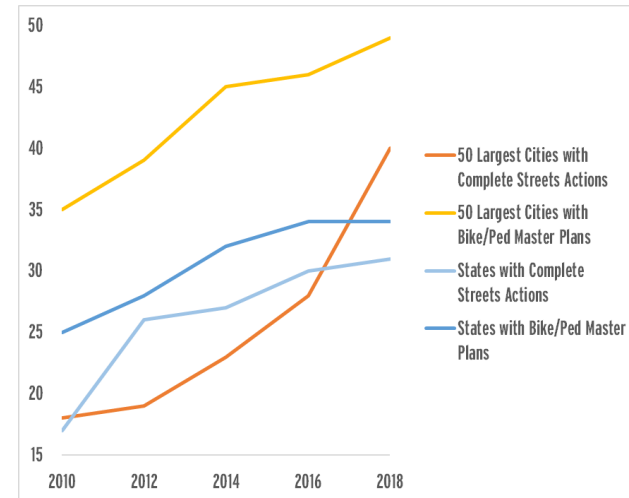
MAJOR THEMES

- » Data paints a poor picture
 - » Fatalities are increasing
 - » Bicycling and Walking rates are not
 - » Chronic diseases of physical inactivity are increasing



MAJOR THEMES

- » Biking and walking activities are much more common than in 2007
- » Innovation is positive, but difficult to Benchmark
- » How does Benchmarking deal with pervasiveness?



INTRODUCTION

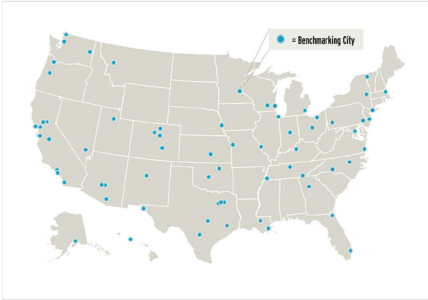
» STUDY AREAS & DATA COLLECTION

The Benchmarking Report began by collecting and reporting data on all 50 states and the 50 most populated U.S. cities. The League determined city populations for this report by using 2016 American Community Survey (ACS) five-year population estimates at the place level.³

The cities studied for this project have shifted over the years, due to changing populations and the addition of small and mid-sized cities to the 2014 Benchmarking Report. Raleigh and Wichita have replaced New Orleans and Honolulu, which were in the original 50 most populous cities included in earlier reports. Raleigh was added to the 2010 Benchmarking Report due to the significant population decrease in New Orleans following Hurricane Katrina. Wichita is among the 50 most populous cities as of the 2014 report. Although New Orleans and Honolulu are no longer among the 50 largest cities, they are included in the report (along with select cities with smaller populations first included in 2014) to take advantage of the already-collected data. Throughout this publication, Washington, DC is discussed as one of the 50 most populous cities, rather than as a state, due to its geographic compactness and urbanized nature.

A list of included cities and their populations can be found in Chapter V: Appendix.

FIGURE 1.5.1 - STUDY AREA LOCATIONS⁴



³ The Benchmarking project tracks data for cities at the "place" level rather than "urbanized area" or Metropolitan Statistical Area (MSA) level. This focuses analyses of trends in the city cores, which are generally more densely developed than suburban and rural communities, and so may have greater opportunities for conversion of car trips to bicycling and walking.

⁴ The Alliance for Biking and Walking, Bicycling and Walking in the United States: 2016 Benchmarking Report page 4. Available at <http://bikeleague.org/benchmarking-report>. (The study area locations for the 2018 and 2016 reports are the same, but Charleston is also included as it was in reports prior to 2016.)

- » If Montgomery County was a CDP, it'd be included

- » 10 of the 50 largest cities have populations over 1 million

MAKE YOUR CASE

- » 145 pages of discussion, graphics, and data analysis
- » Highlights of unique Bicycle Friendly America data
- » BFC data
- » BFB data
- » Data on advocacy organizations
- » Data on professionals

It is only in the 20th century that streets were designed for the economy.

FIGURE 3.6.2 - FEDERAL FUNDING THROUGH THE TRANSPORTATION ALTERNATIVES PROGRAM (SURFACE TRANSPORTATION BLOCK GRANT PROGRAM, SUBSECTION B)

FIGURE 3.2.6 - SAFETY IN NUMBERS-RATES OF WALKING TO WORK & PEDESTRIAN FATALITIES IN CITIES

FIGURE 3.10.4 - GROWTH OVER TIME IN WOMEN BICYCLING TO WORK

FIGURE 3.10.5 - RELATIONSHIP OF WOMEN BIKING TO WORK & OVERALL BIKE SHARE IN LARGE CITIES

FIGURE 3.10.6 - TO WORK & BICYCLIST FATALITIES IN CITIES

2018 Benchmark Report > MAKE YOUR CASE > 31

IN THIS CHAPTER

The Benchmarking Report provides a wide array of data about bicycling and walking. In Chapter III, Make Your Case, you will find discussions of current issues related to bicycling and walking. It also includes data that come from researchers and may help promote bicycling and walking.

Use the Make Your Case chapter to learn how bicycling and walking can improve communities, which tactics and strategies federal, state, and community governments can adopt to encourage bicycling and walking, and what the findings are limiting efforts to improve conditions for people who bike and walk.

This chapter shares 10 sections organized around themes that affect bicycling and walking. Each section includes up to six topics:

- One or three subtopics **EXAMINING CASES** that look at current issues of bicycling and walking
- A topic on **"ADVANCING UNDERSTANDING"** that identifies areas where data could be improved
- A topic on **"EMBRACING EQUITY"** that explores social, economic, or racial differences related to aspects of bicycling and walking, including barriers to participation faced by different groups
- A topic on **"MAKING THE HEALTH CONNECTION"** that discusses public health in the context of biking and walking.

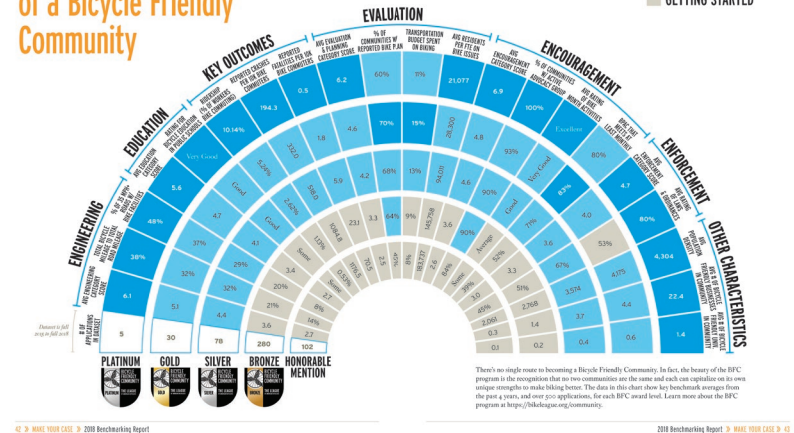
34
48
67
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92
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152
166

2018 Benchmark Report > MAKE YOUR CASE > 33

BICYCLE FRIENDLY COMMUNITIES

- » Since 2002, 16 communities in Maryland have applied for BFC recognition
- » Rockville has applied 7 times, most recently in 2016
- » Takoma Park and Bethesda have both participated in the past

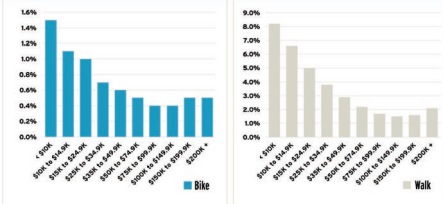
The Building Blocks of a Bicycle Friendly Community



SHOW YOUR DATA

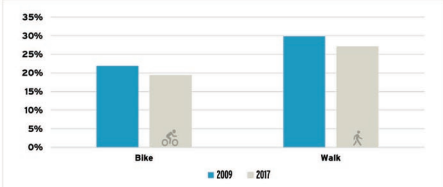
» 142 Figures with data from public sources and surveys

FIGURE 1.2.7 - BIKING & WALKING TO WORK BY HOUSEHOLD INCOME: 2008-2012¹¹



Bicycling & Walking by People of Color¹²

FIGURE 1.2.8 - PERCENT OF BIKING & WALKING TRIPS BY PEOPLE OF COLOR



11 U.S. Census Bureau (2014), *Mode Use Trends*. Available in <https://www.census.gov/prod/2014pubs/c2k12-11.pdf> (adapted from Figure 11 in p. 13).

12 Ralph Buehler (2017), *Analysis of 2009 and 2017 National Household Travel Survey data for the League of American Bicyclists*. (For this analysis, People of Color means all persons who are not non-Hispanic White).

Pedestrian Fatalities: Youth¹³, Seniors¹⁴, & People of Color¹⁵

FIGURE 2.6.5 - PEDESTRIAN FATALITIES: YOUTH, SENIORS, & PEOPLE OF COLOR (NOT WHITE ALONE, NON-HISPANIC)

Legend: Green = 10 Percent Higher Red = 10 Percent Lower

STATE	% OF PEDESTRIAN FATALITIES AMONG YOUTH (ON % POINTS)	% OF PEDESTRIAN FATALITIES AMONG SENIORS (ON % POINTS)	% OF PEDESTRIAN FATALITIES AMONG PEOPLE OF COLOR (ON % POINTS)	% OF PEDESTRIAN FATALITIES AMONG YOUTH (ON % POINTS)	% OF PEDESTRIAN FATALITIES AMONG SENIORS (ON % POINTS)	% OF PEDESTRIAN FATALITIES AMONG PEOPLE OF COLOR (ON % POINTS)
Alabama	7%	-15%	10%	2.4	4.0%	25.4
Alaska	32%	-13.3	19%	6.0	13%	25.4
Arizona	8%	-19.0	16%	0.3	18%	-2.7
Arkansas	7%	-6.3	9%	-8.4	33%	6.4
California	5%	-18.1	25%	12.0	39%	-22.2
Colorado	8%	-5.5	16%	3.3	23%	-8.1
Connecticut	6%	-15.3	25%	9.9	38%	7.0
Delaware	4%	-17.5	15%	24.0	30%	-4.7
Florida	6%	-14.5	20%	0.5	27%	-17.9
Georgia	8%	-16.3	19%	-1.1	27%	10.0
Hawaii	4%	-17.8	35%	18.5	73%	-4.4
Idaho	8%	-15.0	25%	10.3	9%	-1.9
Illinois	8%	-14.9	23%	8.3	34%	-5.5
Indiana	9%	-15.0	19%	1.2	33%	11.3
Iowa	8%	-14.0	24%	7.8	28%	1.7
Kansas	9%	-15.5	22%	7.2	34%	6.6
Kentucky	8%	-14.5	19%	0.7	30%	2.2
Louisiana	6%	-17.8	9%	-4.3	10%	10.9
Maine	6%	-13.3	34%	15.4	3%	8.1
Maryland	8%	-17.4	16%	7.4	24%	2.1
Massachusetts	5%	-15.1	39%	19.4	13%	2.1
Michigan	8%	-14.1	16%	-1.0	24%	14.1
Minnesota	9%	-14.1	29%	14.3	27%	8.8
Mississippi	7%	-17.8	9%	-8.8	3%	3%
Missouri	8%	-15.1	19%	-0.2	33%	11.3
Montana	4%	-17.4	19%	2.7	45%	21.4
Nevada	8%	-14.3	23%	8.0	2%	1.1
Nevada	6%	-17.4	24%	9.9	32%	16.7
New Hampshire	8%	-13.0	39%	19.2	4%	2.2
New Jersey	8%	-16.3	20%	1.1	33%	-1.0
New Mexico	3%	-20.8	19%	-4.1	10%	11.6
New York	4%	-15.1	29%	18.8	1%	1.1
North Carolina	9%	-15.5	12%	-3.3	4%	4.6
North Dakota	8%	-14.4	18%	-4.8	26%	18.9
Ohio	8%	-18.0	16%	0.2	27%	6.7
Oklahoma	8%	-18.0	12%	-3.1	18%	5.1
Oregon	8%	-16.6	23%	9.2	28%	12.0
Pennsylvania	8%	-13.2	27%	6.9	9%	2.2
Rhode Island	5%	-14.6	34%	20.4	25%	-0.5
South Carolina	7%	-15.5	15%	10.7	45%	6.4
South Dakota	13%	-11.9	9%	-8.8	4%	23.5
Tennessee	4%	-16.8	17%	1.6	36%	-2.2
Texas	7%	-18.5	19%	1.8	33%	-16.8
Utah	8%	-18.2	19%	5.3	2%	0.5
Vermont	7%	-15.4	29%	14.1	2%	-6.6
Virginia	8%	-17.4	20%	6.0	47%	10.6
Washington	7%	-15.6	24%	14.1	2%	10.7
West Virginia	7%	-13.0	10%	-7.9	9%	-5.6
Wisconsin	9%	-13.6	24%	8.4	24%	6.4
Wyoming	4%	-18.7	32%	18.2	2%	-4.4

City Support for Efforts to Reach Zero Traffic Deaths

CITY	VISION ZERO CITY	ROAD TO ZERO (CRASH REDUCTION)
Albuquerque		
Arlington, TX		
Atlanta		City of Atlanta Office of Healthy Planning, Atlanta Bike
Austin	Yes	
Baltimore		
Boston	Yes	Vision Zero Network - City of Boston, Walk Boston
Charlotte		
Chicago	Yes	Chicago Department of Transportation, City of Chicago, State Rail Caucus, Bike Cleveland
Cleveland		
Colorado Springs		
Columbus, OH		
Dallas		City of Dallas, Injury Prevention Center of Greater Dallas
Detroit	Yes	Walk Detroit
Denver		
El Paso		
Fort Worth		
Phoenix		
Hydrex		
Indianapolis		
Jacksville		
Kansas City, MO		
Las Vegas		
Long Beach		
Los Angeles	Yes	Los Angeles Police Department, The Los Angeles County Metropolitan Transportation Authority, LAARTA
Louisville		Louisville Department of Public Works and Assets & Division of Transportation
Memphis		City of Memphis
Miami		
Minneapolis	Yes	
New York City	Yes	New York City, Department of Transportation, & Police Department
Oakland		St. Joseph Henry Hospital - Oakland
Oklahoma City		
Omaha		
Philadelphia	Yes	City of Philadelphia
Portland, OR	Yes	
Raleigh		
Sacramento	Yes	
San Antonio	Yes	City of San Antonio - TCJ
San Diego	Yes	University of California, San Diego
San Francisco	Yes	San Francisco Municipal Transportation Agency, Walk San Francisco
San Jose	Yes	City of San Jose
Seattle	Yes	Seattle & King County Department of Public Health, Seattle Neighborhood Greenways
Tucson		
Tulsa		
Virginia Beach		
Wilmington, DC	Yes	DC Government
Wichita, KS		

FIGURE 3.7.3A - CITY SUPPORT FOR EFFORTS TO REACH ZERO TRAFFIC DEATHS, LARGE CITIES¹⁶

DATA RHYMES, BUT IS NOT THE SAME

Nation

States

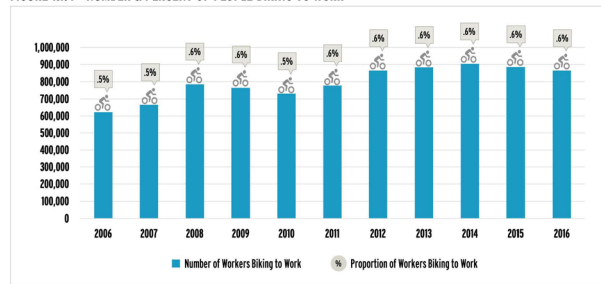
Cities

	2.1 Influences on Biking and Walking	3.1 Influences on Biking and Walking
	2.2 Overview of Key Federal Benchmarks on Biking and Walking	3.2 Overview of Key Federal Benchmarks on Biking and Walking
1.1 Rates of Biking and Walking	2.3 Rates of Biking and Walking	3.3 Rates of Biking and Walking
1.2 Demographics of Active Transportation (biking, walking, and transit)	2.4 Demographics of Active Transportation (biking, walking, and transit)	3.4 Demographics of Active Transportation (biking, walking, and transit)
1.3 Public Health Indicators (and biking and walking)	2.5 Public Health Indicators (and biking and walking)	3.5 Public Health Indicators (and biking and walking)
1.4 Bicyclist and Pedestrian Road Safety	2.6 Bicyclist and Pedestrian Road Safety	3.6 Bicyclist and Pedestrian Road Safety
1.5 Federal Funding and Planning for Bicycling and Walking	2.7 Plans and Policies	3.7 Plans and Policies
	2.8 Traffic Laws and Training for Bicyclist and Pedestrian Safety	3.8 Staff and Community Support for Biking and Walking
1.5 Federal Funding and Planning for Bicycling and Walking	2.9 Funding for Biking and Walking	3.9 Funding for Biking and Walking
	2.10 Infrastructure for People Biking and Walking	3.10 Infrastructure for People Biking and Walking

RATES OF BIKING & WALKING

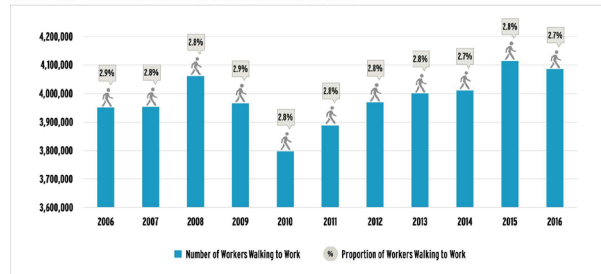
Number & Percent of People Biking to Work⁹

FIGURE 1.1.4 - NUMBER & PERCENT OF PEOPLE BIKING TO WORK



Number & Percent of People Walking to Work

FIGURE 1.1.5 - NUMBER & PERCENT OF PEOPLE WALKING TO WORK



⁹ U.S. Census Bureau (2006-2016). American Community Survey Tables B08006 1-year estimates. Available at <https://factfinder.census.gov/aces/nav/jsp/pages/index.xhtml>.

- » Montgomery County is right around the national average for biking (.6%) and slightly lower than average for walking (2.1%)
- » Bethesda is significantly better, Rockville is similar, Takoma Park is somewhat better

BICYCLIST & PEDESTRIAN ROAD SAFETY



- » Montgomery County is safer than the national average and Maryland's average
 - » Per modal commuter
 - » Per capita

- » 20+% of traffic deaths are pedestrians in MD

PLANS & POLICIES



MARYLAND



STATE RANKING
OVERALL (OUT OF 50)

#11

TOTAL COUNTS
BICYCLE FRIENDLY COMMUNITIES 7
BICYCLE FRIENDLY BUSINESSES 20
BICYCLE FRIENDLY UNIVERSITIES 2

SEE THE DETAILED MAP: bikeleague.org/states/maps

STATE ADVOCACY GROUP: BIKE MARYLAND

Summary

Like its neighbor, Delaware (#7), **Maryland** would have a difficult time reaching its ranking on federal data alone. The state has a low percentage of people biking to work (half the national average) and, surprisingly, a low use of federal funds for biking and walking. Maryland's Senator Ben Cardin was recognized by the League of American Bicyclists as Legislator of the Year in 2016, so hopefully the state Department of Transportation and local governments that receive federal transportation funding can improve on their use of federal funds for biking and walking in the future.

Maryland balances out its federal data indicators by having consistently high scores in categories that tend to be within the control of the Maryland State Highway Administration. While it is surprising to not see these efforts result in the use of federal funds for biking and walking, there is clearly a policy and program apparatus at the state level that is doing bicycle-related work and that is more than can be said of many states. Efforts by Maryland agencies extend to the Maryland Transit Administration, which has invested over \$1 million to launch bikeshare in Baltimore and has retrofitted 30 bi-level MARC train cars to better accommodate bicycles.

Feedback Points

Amend Maryland's safe passing law which requires a minimum distance of 3 feet so that there are fewer exceptions to the minimum distance requirement.

Implement new design elements to improve safety at high-crash intersections through updates to your state design manual and processes; training of planners, engineers, and construction crews¹ and education of decisionmakers about how bicycle safety can be addressed at intersections and between intersections.

Repeat the state's mandatory bike lane law. These types of laws ignore the quality and safety of available bike lanes. The best way to get people to use bike lanes is to make them safe, convenient, and connected so that they are appealing and accessible to people who bike.

Maryland should spend more federal funding on bicyclists and pedestrians. Current federal spending on biking and walking projects is lower than the 2% set-aside provided in federal law and one of the 10 lowest rates on a per capita basis. Maryland should alter project selection criteria and project development processes in order to spend more federal funding on biking and walking improvements.

Improve bicycle network connectivity so that more people can access retail, work, and educational facilities safely and conveniently by bike. Consider innovative approaches to network analysis based on stress levels experienced by bicyclists.

Comparison States	
National (Overall)	Eastern Region (out of 11)
9. New Jersey	2. Delaware
10. Virginia	3. New Jersey
11. Maryland	4. Maryland
12. Pennsylvania	5. Pennsylvania
13. Michigan	6. Vermont

Categories	Rank out of 50
Infrastructure & Funding	11
Education & Encouragement	40
Legislation & Enforcement	20
Policies & Programs	10
Evaluation & Planning	12

Bicycle Friendly Actions	✓ = Progress	✓ = New in 2017
Complete Streets Law / Policy	✓	✓
Safe Passing Law (3ft+)	✓	✓
Statewide bike plan last 10 years	✓	✓
2% or more fed funds on bike/ped		
Bicycle Safety Emphasis Area	✓	✓

Federal Data on Biking		Rank
Ridership	0.3% of commuters biking to work	38/50
Safety	7 fatalities per 10k bike commuters ³	22/50
Spending	\$1.33 per capita FHWA spending on biking and walking ⁴	45/50

¹ This figure is based upon the Census Bureau's American Community Survey (ACS) 5-year estimate.

³ 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.

⁴ 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 2015-2016 and the 2015 5-year ACS state population estimate.

» Montgomery County, like virtually all cities in the report, has a bike plan and complete streets policy

» Maryland has plans and policies too

» Feedback Continued on Page 3

TRAFFIC LAWS, TRAINING, STAFFING

Maps of State Laws

FIGURE 2.8.3A - 3 FOOT+ PASSING LAWS

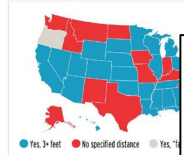


FIGURE 2.8.3C - STATE LAW REQUIRES STOP FOR PEDESTRIANS IN CROSSWALK

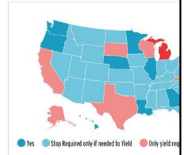


FIGURE 2.8.3E - STATE LAW ALLOWS SP ENFORCEMENT CAMERAS

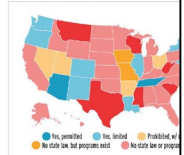


FIGURE 2.8.3B - STATE LAW REGULATES WHETHER & HOW BICYCLES CAN USE SIDEWALKS

City Staff & Biking & Walking

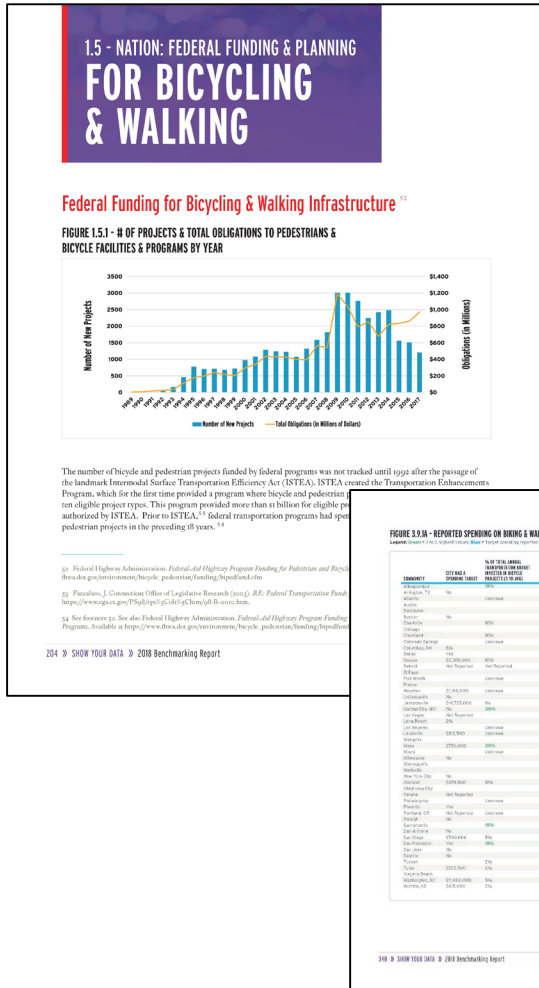
FIGURE 3.8.2A - CITY STAFF & BIKING & WALKING, LARGE CITIES

Legend: Green = Highest values; Red = Lowest values; Orange = No staff reported

COMMUNITY	REPORTED # OF FULL-TIME EQUIVALENT EMPLOYEES DEDICATED TO WORK ON BICYCLE OR PEDESTRIAN-RELATED ISSUES	FTE PER 100K RESIDENTS	SOME POLICE USE BIKES ON THE JOB	SOME POLICE ON FOOT ON THE JOB	SOME EMERGENCY MEDICAL TECHNICIANS (EMTs) USE BIKES ON THE JOB	SOME EMTs ON FOOT ON THE JOB
Albuquerque	15	0.27	Yes	Not Reported	No	Not Reported
Arlington, TX	1	0.2	Yes	Yes	No	No
Atlanta	15	0.3	Yes	Yes	Yes	No
Austin	14.5	1.6	Yes	Not Reported	Yes	Not Reported
Baltimore	4	0.6	Yes	Not Reported	Yes	Not Reported
Boston	10	1.5	Yes	Yes	Yes	Yes
Charlotte	10	1.2	Yes	Not Reported	No	Not Reported
Chicago	20	0.7	Yes	Not Reported	Yes	Not Reported
Cleveland	5	1.3	Yes	Not Reported	No	Not Reported
Colorado Springs	6.5	1.4	Yes	Not Reported	No	Not Reported
Colorado, CO	20	0.4	No	Yes	Yes	No
Dallas	2	0.2	No	Yes	No	No
Denver	24	3.9	Yes	Yes	Yes	Yes
Des Moines	Not Reported	Not Reported	Not Reported	Not Reported	Not Reported	Not Reported
El Paso	2	0.6	Yes	No	No	No
Fort Worth	1	0.1	Yes	Yes	Yes	Yes
Fresno	0.6	0.1	Yes	Not Reported	Yes	Not Reported
Houston	5	0.2	Yes	No	No	No
Indianapolis	2	0.2	No	Yes	No	No
Jacksonville	1	0.1	Yes	Yes	No	No
Kansas City, MO	5	1.1	Yes	Not Reported	Not Reported	Not Reported
Las Vegas	Not Reported	Not Reported	Yes	Not Reported	Not Reported	Not Reported
Long Beach	7.5	1.6	Yes	Not Reported	Not Reported	Not Reported
Los Angeles	16	0.4	Yes	Not Reported	No	Not Reported
Louisville	5	0.8	Yes	Yes	Yes	Yes
Memphis	4	0.6	Yes	Not Reported	No	Not Reported
Memphis	4	0.9	Yes	Yes	Yes	Yes
Miami	4.5	1.0	Yes	Not Reported	No	Not Reported
Milwaukee	1	0.2	Yes	Yes	No	No
Minneapolis	42.6	10.5	Yes	Not Reported	No	Not Reported
Nashville	13.25	2.1	Yes	Not Reported	Yes	Not Reported
New York City	Not Reported	Not Reported	No	No	No	No
Oakland	5.2	1.2	Yes	Yes	No	No
Oklahoma City	1	0.2	Yes	No	No	No
Omaha	1	0.2	Yes	No	Not Reported	Not Reported
Philadelphia	8	0.5	Yes	Yes	Yes	No
Phoenix	9	0.5	Yes	No	No	No
Portland, OR	20	3.2	Yes	Yes	No	No
Raleigh	2.5	0.6	Yes	Not Reported	Not Reported	Not Reported
Sacramento	3	0.6	Yes	Yes	Yes	No
San Antonio	3	0.2	Yes	No	No	No
San Diego	10	0.7	Yes	No	No	No
San Francisco	40	4.7	Yes	Not Reported	Not Reported	Not Reported
San Jose	9	0.9	Yes	Yes	No	No
Seattle	13	1.8	Yes	Yes	No	No
Tucson	2	0.4	Yes	Yes	Yes	Yes
Tulsa	0.9	0.2	No	No	No	No
Virginia Beach	1.5	0.3	No	Not Reported	No	Not Reported
Washington, DC	7	1.1	Yes	Yes	Yes	Yes
Wichita, KS	1	0.3	Yes	Yes	No	No

- » Average FTE for 50 largest cities is 8.6 FTE
- » Range from .1 per 100k population to 10 per 100k population

FUNDING FOR BIKING & WALKING



» Maryland is trending in the right direction in the use of federal funds

FIGURE 3.2.1A - REPORTED SPENDING ON BIKING & WALKING, LARGE CITIES¹⁵

Legend: (Green) = 2018 reported values; (Blue) = Reported values reported.

STATE	ESTIMATED SPENDING PER 1,000 PEOPLE IN 2018	% OF 2018 SPENDING REPORTED TO ISTEA	% OF 2018 SPENDING REPORTED TO ISTEA IN 2018	REPORTED CITY SPENDING PER 1,000 PEOPLE	REPORTED BIKING & WALKING SPENDING PER 1,000 PEOPLE
Alabama	0.00	0%	0%	0.00	0.00
Alaska	0.00	0%	0%	0.00	0.00
Arizona	0.00	0%	0%	0.00	0.00
Arkansas	0.00	0%	0%	0.00	0.00
California	25,000,000	96%	96%	24,000,000	244,800
Colorado	0.00	0%	0%	0.00	0.00
Connecticut	0.00	0%	0%	0.00	0.00
Delaware	22,500,000	96%	96%	21,450,000	83,300
District of Columbia	500,000,000	100%	100%	500,000,000	322,200
Florida	0.00	0%	0%	0.00	0.00
Georgia	0.00	0%	0%	0.00	0.00
Hawaii	0.00	0%	0%	0.00	0.00
Idaho	0.00	0%	0%	0.00	0.00
Illinois	0.00	0%	0%	0.00	0.00
Indiana	0.00	0%	0%	0.00	0.00
Iowa	0.00	0%	0%	0.00	0.00
Kansas	0.00	0%	0%	0.00	0.00
Kentucky	0.00	0%	0%	0.00	0.00
Louisiana	0.00	0%	0%	0.00	0.00
Maine	0.00	0%	0%	0.00	0.00
Maryland	225,000,000	100%	100%	225,000,000	11,800
Massachusetts	0.00	0%	0%	0.00	0.00
Michigan	0.00	0%	0%	0.00	0.00
Minnesota	0.00	0%	0%	0.00	0.00
Mississippi	0.00	0%	0%	0.00	0.00
Missouri	0.00	0%	0%	0.00	0.00
Montana	0.00	0%	0%	0.00	0.00
Nebraska	0.00	0%	0%	0.00	0.00
Nevada	0.00	0%	0%	0.00	0.00
New Hampshire	0.00	0%	0%	0.00	0.00
New Jersey	0.00	0%	0%	0.00	0.00
New Mexico	0.00	0%	0%	0.00	0.00
New York	0.00	0%	0%	0.00	0.00
North Carolina	0.00	0%	0%	0.00	0.00
North Dakota	0.00	0%	0%	0.00	0.00
Ohio	0.00	0%	0%	0.00	0.00
Oklahoma	0.00	0%	0%	0.00	0.00
Oregon	0.00	0%	0%	0.00	0.00
Pennsylvania	0.00	0%	0%	0.00	0.00
Rhode Island	0.00	0%	0%	0.00	0.00
South Carolina	0.00	0%	0%	0.00	0.00
South Dakota	0.00	0%	0%	0.00	0.00
Tennessee	0.00	0%	0%	0.00	0.00
Texas	0.00	0%	0%	0.00	0.00
Utah	0.00	0%	0%	0.00	0.00
Vermont	0.00	0%	0%	0.00	0.00
Virginia	0.00	0%	0%	0.00	0.00
Washington	0.00	0%	0%	0.00	0.00
West Virginia	0.00	0%	0%	0.00	0.00
Wisconsin	0.00	0%	0%	0.00	0.00
Wyoming	0.00	0%	0%	0.00	0.00

210 » SHOW YOUR DATA » 2018 Benchmarking Report

» Reported City data is sparse

» Range of between \$.03 and \$48.82 per capita

MONTGOMERY COUNTY

- » Great New Bike Plan
 - » Focus on Protected Bike Lanes and Shared Use Paths
 - » Not a lot about the Pedestrian, Bicycle, and Traffic Safety Advisory Committee (PBTSAC) or advocates
- » A couple Maryland state related policy changes in plan
 - » Need for state advocacy
- » Plan lacks specific cost estimates and will require new funding commitments

MONTGOMERY COUNTY

“An additional 377 miles are recommended as priorities for construction in one of four tiers. Approximately 42 percent of the recommended bikeway network is recommended for implementation as opportunities arise rather than as a set of stand-alone projects”

- » What is the PBTSAC’s role in prioritizing tiers?
- » Ensuring build out through opportunities that arise?

How do you define successful implementation and benchmark it?

QUESTIONS





THANK YOU!

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