BICYCLE FRIENDLY STATE REPORT CARD

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

STATE ADVOCACY GROUP(S): League of Michigan Bicyclists, Programs to Educate All Cyclists (PEAC), Major Taylor Michigan Cycling Advocacy

2026

MICHIGAN

#11 NATIONAL RANK (OF 50)
COMPARED TO LAST REPORT CARD: ↓

#3 Midwestern REGIONAL RANK (OF 13)

Bicycle Friendly Actions	Action Taken	Progress SINCE LAST REPORT CARD
Complete Streets Law/Policy	Yes	↔
Safe Passing Law (3ft+)	Yes	↔
Statewide bike plan last 10 years	Yes	↔
2%+ federal funds on bike/pedestrian	No	↔
Speed limit laws for #SlowRoads	No	↔

FEEDBACK

Michigan law gives communities no clear path to set 20 mph limits. Public Act 33 of 2024 lets communities set limits below the 85th-percentile speed, but only after an engineering and safety study. It also bars any limit below the 50th-percentile speed. That floor keeps 20 mph out of reach on most streets. #SlowRoads save lives. MDOT should issue guidance that helps communities use PA 33 to its full extent. The Legislature should remove the 50th-percentile floor on local and residential streets.

Spend at least 2% of federal transportation funds on biking and walking improvements. Michigan met this mark in all but two of the ten years before 2020. It has not met it in any year since. MDOT should set 2% as an annual floor and report its bike and walk spending each year so the public can track progress.

Michigan's bicyclist fatality rate is worse than the national average, and bicyclist deaths rose in 2025. Many of these deaths occur on state-owned roads, mostly on urban arterials. MDOT should prioritize safe bike facilities on its urban trunkline arterials.

Michigan has a 2021 statewide active transportation plan and a set of regional plans. The 2024 North Region Active Transportation Plan replaced regional plans from 2008 and 2009. MDOT also released a draft University Region Active Transportation Plan for public comment in 2025. MDOT should finish updating the remaining older regional plans and set a regular update cycle for all of them.

Strengthen protections for vulnerable roadway users (VRUs). Michigan should ensure its laws provide appropriate accountability when a moving violation seriously injures or kills a person biking, walking, rolling, or otherwise traveling without the protection of a motor vehicle. Stronger protections for VRUs would help close gaps in current law and reinforce Michigan's commitment to roadway safety for all users.

11 BICYCLE FRIENDLY COMMUNITIES IN STATE

12.9% POPULATION LIVES IN BICYCLE FRIENDLY COMMUNITIES

Federal Data on Biking		Rank
Ridership	**0.3%** of commuters biking to work	24/50
Safety	**20** fatalities per 10K bike commuters	34/50
Spending	**$2.54** per capita FHWA spending on biking and walking	41/50

Categories	% of available points	Rank
Funding	57%	18/50
Infrastructure	83%	16/50
Laws	49%	27/50
Policies	70%	13/50
Capacity & Support	85%	10/50
Safety	75%	13/50
Every Ride Counts	53%	8/50

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

The Bicycle Friendly State ranking is based on a comprehensive survey – with over 100 data points – 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**. See the **Report Card Use Guide**.