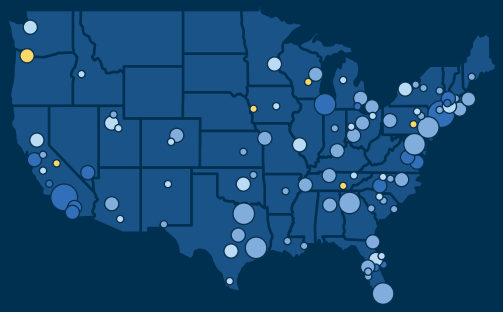
STREETLIGHT

EBOOK

BIKE BOOM OR BUST?

Metro & Statewide U.S. Bicycle Activity Trends



New trends reveal how U.S. active transportation is faring

Join the authors of this eBook for a deep dive into the data

STREETLIGHTDATA.COM/BIKE-TRENDS-WEBINAR

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INTRODUCTION | NATIONAL BIKING GROWTH

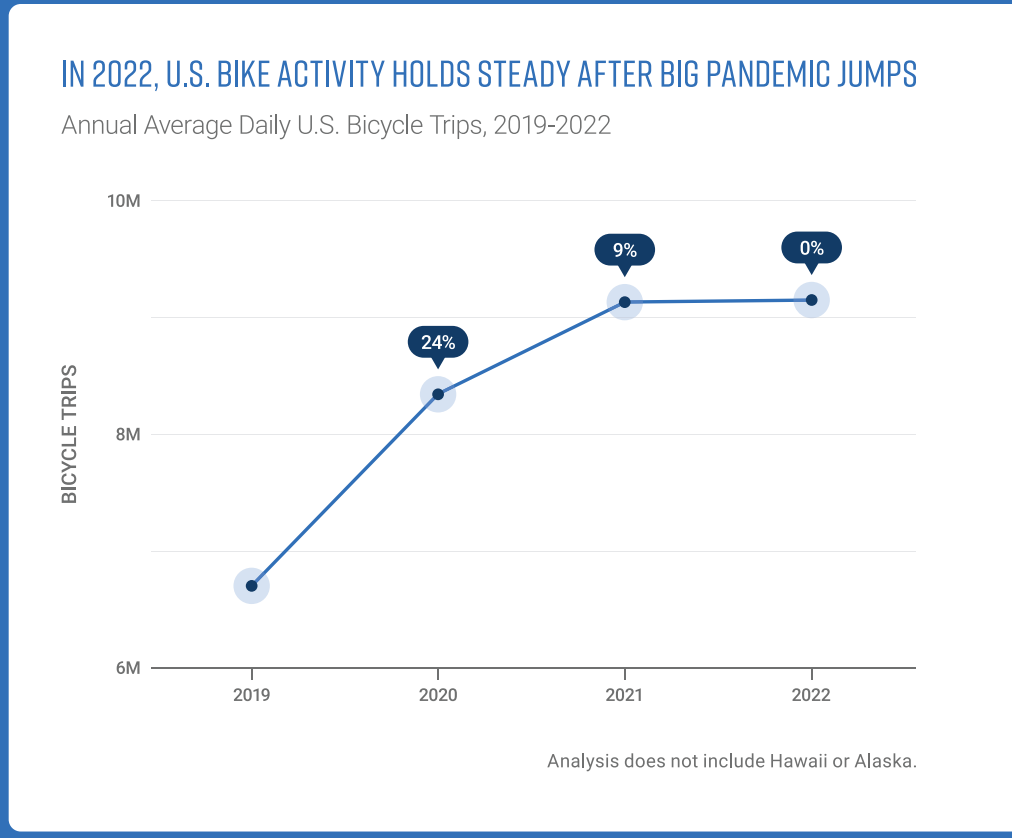
The pandemic was a watershed moment for bicycle activity. Headlines touted the increase in bike activity throughout the U.S., and the data supported this narrative. Simultaneously, however, we saw an exodus to the suburbs from urban cores, where biking activity is concentrated.

Where has that left bicycling now? Have cities and states been able to hold onto — and even increase — their bicycling gains or has activity begun to decline?

StreetLight's Active Transportation Monitor, which measures annual average daily bicycle trips (among other trip types), shows varied performance by metro and state. However, the overall trend is indisputably positive.

Nationwide bicycle activity in the continental U.S. trended up substantially in 2020 and 2021, and held steady in 2022. Overall growth since 2019 is 37%. Given the dramatic rise in activity in 2020 especially, it's significant that the U.S. is holding onto its pandemic bicycling gains and not yet seeing any backslide in activity.

That said, the flat line in 2022 is a warning that continued investment in safety-focused active transportation infrastructure — especially to support community connectivity, in addition to recreational access — will be critical to re-animating growth.



In this report, we provide maps and rankings to understand bicycling trip growth in the top 100 most populous metros and among states, and how that growth is impacting bicycling activity per capita. We highlight how some of the areas leading the bicycle boom from early in the pandemic are faring now and who's succeeding or lagging behind at maintaining — and growing — bicycle momentum.

EXECUTIVE SUMMARY

NATIONAL TRENDS

- Nationally, annual average daily bicycle trips per year grew a considerable 37% from 2019 through 2022. The biggest year-over-year (YoY) uptick was in 2020.
- Dense urban regions expanded their impact on national trends. The top 100 metros increased their share of national bike activity, from 72% in 2019 to 77% in 2022.

METRO TRENDS

- The top 100 metros by population grew annual average daily trips 46% from 2019-2022, with big cities showing outsized gains.
- The **New York City** metro region was the growth leader. After a slow start during the early pandemic, New York City nearly doubled average daily bike volume in 2022 from 2019.
- The Western metros of San Diego, Bakersfield, and Las Vegas, followed NYC for growth over the three-year period. The Virginia metros of Richmond and Virginia Beach took fifth and sixth place, respectively.
- **LA** and **Chicago** stand out as other big metros, with populations greater than 5 million, that saw at least a 50% increase in bicycle activity between 2019–2022.
- Every metro with around 5 million people or more saw at least a 25% increase in average daily bicycle trips.
- Nearly every metro saw their biggest bump in biking growth in 2020. In a warning sign for the continued strength of biking activity, 65 out of 100 metros saw annual average daily bicycle trips contract in 2022 YoY.
- Among all metros, **Richmond, Virginia**, posted the highest 2022 YoY growth, up 19% last year, a signal that biking may be gaining further momentum in the region.
- Only a handful of metros lost bicycling activity between 2019–2022. Of these, the biggest metro was **Portland, Oregon**, where activity was already high per capita.
- Growth in NYC and San Francisco propelled these cities higher in per capita rankings, though both were already in the top 10 before the pandemic.
- **San Diego** saw the biggest ranking bump among the metros in the top 10 per capita in 2022. It jumped from 16th in 2019 to fifth in 2022.
- California metros take four of the top five spots for bicycling activity per capita in 2022.

STATEWIDE TRENDS

- More than half of states saw annual average daily bicycle trips increase by at least 25% between 2019–2022.
- The East Coast states of **New York, New Jersey,** and **Delaware** were the only states where bicycling activity grew by over 50%. North Carolina and Illinois ranked fourth and fifth for growth, respectively.
- All of the top 10 U.S. states by population saw at least a 25% increase in biking activity between 2019 and 2022.
- States where bicycling activity went down were concentrated in the northwestern portion of the country where there are few major metros.
- New York, Massachusetts, California, and Kentucky stand out as states that saw the greatest biking momentum from 2020 to 2022, with their growth rankings shooting up significantly.
- Midwestern Michigan, Wisconsin, and Minnesota saw their early biking momentum fizzle as their growth rankings dropped in 2022, compared to 2020.
- The East Coast states of New Jersey, Rhode Island, and Delaware increased their state activity per capita rankings in 2022.

U.S. BICYCLING ACTIVITY IN THE TOP 100 METROS

Metro regions, which encompass major cities and their suburban rings, are the drivers of bicycling activity nationally. In fact, in 2022, these metros made up 77% of total national biking activity. That's up from 72% in 2019.

Overall, these metros grew annual average daily trips 46% during the time period, with big cities showing outsized gains.

When looking at the metros that drove the biggest growth in bicycling between 2019 and 2022, the greater New York City region led the way, nearly doubling bicycling activity. This is particularly notable because the city got off to a slow start during the pandemic, as people sheltered in place. New York built significant bicycling momentum in 2021 and 2022, thus taking the lead for growth.

Three metros in the West — San Diego, Bakersfield, and Las Vegas — saw the next highest growth in biking activity between 2019–2022, after NYC. The Virginia metros of Richmond and Virginia Beach take fifth and sixth place, respectively.

Overall, the mix of regions with the highest growth tend to be communities with milder climates and less car-centric cities. Bridgeport, Connecticut; Charlotte, North Carolina; Baltimore, and San Francisco round out the top 10 for growth.

LA and Chicago also jump out in the metro growth map as big cities with a greater than 50% increase in bicycle activity between 2019–2022.

Growth in many of these major cities propelled them higher in the ranking for bicycling activity per capita as well. New York City and San Francisco were already in the top 10 for biking per capita in 2019. Growth through 2022 pushed NYC from fourth to first, while San Francisco bumped up from sixth to second.

Chicago moved from 14th to seventh, and LA from 15th to 10th.

San Diego saw the biggest ranking bump of metros in the top 10 for per capita activity in 2022. Its growth over the prior three years propelled it from 16th in 2019 to fifth in 2022.

Three other California metros take spots in the top five for biking activity per capita in 2022: San Francisco, San Jose, and Sacramento.

Even with the substantial growth, however, none of the other cities in the top 10 for growth cracked the top 50 in 2022 for bike activity per capita. While their increases were substantial, they came on the backs of a relatively low base of biking activity.

Other big metros with more modest gains in the 25–50% bracket include Dallas, Houston, Miami, and Philadelphia.

Incredibly, every metro with about 5 million people or more saw at least a 25% increase in bicycling activity.

Charleston was the metro that saw the biggest initial bump in bicycling activity in 2020, but by 2022, its overall growth had slowed and it dropped to 33rd for growth.

As the map shows, only a handful of metros lost bicycling activity between 2019–2022. Of these, the biggest metro was the Portland, OR region, which is surprising given the city's association with outdoor culture.

Fresno, California, ranks last for growth, with a 10% contraction in biking activity. In the case of both Fresno and Portland, the two metros ranked relatively high in 2019 for activity per capita. The Oregon metro was third for per capita bike activity in 2019 and dropped to eighth in 2022, as other metros invested further in increasing bike activity. Fresno dropped from 12th to 32nd.

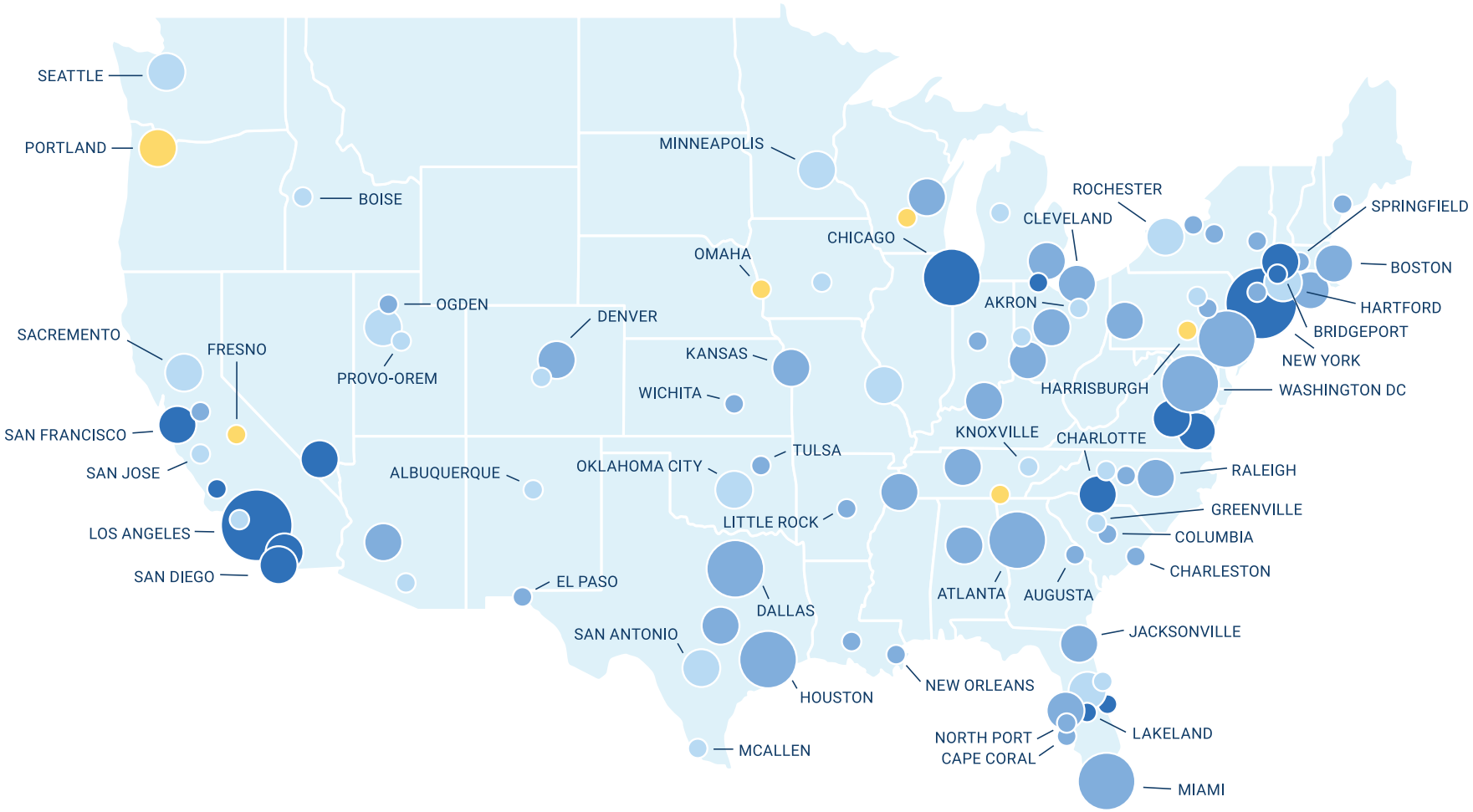
The biggest increases in YoY growth in biking occurred in 2020 for nearly all metros. A notable exception to this trend was New York, where the top growth year occurred in 2021 after the first big COVID wave.

For other metros, 2021 gains were more muted. Only 22 of the top 100 metros saw double-digit percentage bicycling gains in 2021. By 2022, 65 metros actually lost some bicycle activity, compared to 2021. Richmond, Virginia, saw the biggest gain in 2022 YoY growth, up 19% last year.

On pages 8-12, you can see these metro trends in the map and ranking tables.

U.S. BICYCLING ACTIVITY IN THE TOP 100 METROS

BICYCLE TRIP* GROWTH IN THE TOP 100 METROS, 2019-2022



METRO POPULATION

10 million | 5 to 10 million | 1 to 5 million | 0 to 1 million

BICYCLE TRIP PERCENTAGE CHANGE

-25% to -1% | 0% to 24% | 25% to 49% | 50% or more

Top 100 MSAs are abbreviated by common metro naming convention.

*Annual Average Daily U.S. Bicycle Trips

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U.S. BICYCLING ACTIVITY IN THE TOP 100 METROS

RANKING | **TOP 50** U.S. METROS ORDERED BY GROWTH IN BICYCLE TRIPS* SINCE 2019

	2020	2022
New York-Northern New Jersey-Long Island, NY-NJ-PA	87	1
San Diego-Carlsbad-San Marcos, CA	48	2
Bakersfield-Delano, CA	9	3
Las Vegas-Paradise, NV	6	4
Richmond, VA	61	5
Virginia Beach-Norfolk-Newport News, VA-NC	17	6
Bridgeport-Stamford-Norwalk, CT	46	7
Charlotte-Gastonia-Rock Hill, NC-SC	44	8
Baltimore-Towson, MD	45	9
San Francisco-Oakland-Fremont, CA	58	10
Riverside-San Bernardino-Ontario, CA	40	11
Palm Bay-Melbourne-Titusville, FL	11	12
Los Angeles-Long Beach-Santa Ana, CA	59	13
Toledo, OH	14	14
Lakeland-Winter Haven, FL	27	15
Chicago-Joliet-Naperville, IL-IN-WI	26	16
Baton Rouge, LA	39	17
Cleveland-Elyria-Mentor, OH	47	18
Detroit-Warren-Livonia, MI	3	19
Cincinnati-Middletown, OH-KY-IN	43	20
Fayetteville-Springdale-Rogers, AR-MO	33	21
Miami-Fort Lauderdale-Pompano Beach, FL	8	22
Jacksonville, FL	2	23
Columbia, SC	35	24
Phoenix-Mesa-Glendale, AZ	37	25

	2020	2022
Nashville-Davidson-Murfreesboro-Franklin, TN	77	26
Milwaukee-Waukesha-West Allis, WI	13	27
Indianapolis-Carmel, IN	4	28
Houston-Sugar Land-Baytown, TX	12	29
Albany-Schenectady-Troy, NY	32	30
Austin-Round Rock-San Marcos, TX	66	31
Raleigh-Cary, NC	7	32
Charleston-North Charleston-Summerville, SC	1	33
Syracuse, NY	73	34
Providence-New Bedford-Fall River, RI-MA	56	35
El Paso, TX	24	36
Modesto, CA	22	37
Philadelphia-Camden-Wilmington, PA-NJ-DE-MD	70	38
Poughkeepsie-Newburgh-Middletown, NY	20	39
Denver-Aurora-Broomfield, CO	31	40
Springfield, MA	53	41
Boston-Cambridge-Quincy, MA-NH	92	42
Wichita, KS	36	43
Allentown-Bethlehem-Easton, PA-NJ	16	44
Augusta-Richmond County, GA-SC	19	45
Stockton, CA	54	46
Birmingham-Hoover, AL	65	47
Dallas-Fort Worth-Arlington, TX	10	48
Tulsa, OK	78	49
Louisville/Jefferson County, KY-IN	68	50

BICYCLE TRIP PERCENTAGE CHANGE

-25% to -1% | 0% to 24% | 25% to 49% | 50% or more

METROS WITH SUBSTANTIAL CHANGE IN RIDERSHIP

Metros with large gain in growth rank

Metros with large loss in growth rank

NUMBER INSIDE EACH CELL INDICATES THE METRO'S NATIONAL RANK

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*Annual Average Daily U.S. Bicycle Trips

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U.S. BICYCLING ACTIVITY IN THE TOP 100 METROS

RANKING | **BOTTOM 50** U.S. METROS ORDERED BY GROWTH IN BICYCLE TRIPS* SINCE 2019

	2020	2022
Worcester, MA	34	51
Tampa-St. Petersburg-Clearwater, FL	23	52
Little Rock-North Little Rock-Conway, AR	72	53
North Port-Bradenton-Sarasota, FL	29	54
Pittsburgh, PA	81	55
Columbus, OH	50	56
Cape Coral-Fort Myers, FL	28	57
Atlanta-Sandy Springs-Marietta, GA	85 ↗	58
Washington-Arlington-Alexandria, DC-VA-MD-WV	89 ↗	59
Portland-South Portland-Biddeford, ME	76	60
New Orleans-Metairie-Kenner, LA	88	61
Kansas City, MO-KS	25 ↘	62
Ogden-Clearfield, UT	42	63
Buffalo-Niagara Falls, NY	60	64
Memphis, TN-MS-AR	80	65
St. Louis, MO-IL	52	66
Provo-Orem, UT	62	67
Oxnard-Thousand Oaks-Ventura, CA	21	68
Des Moines-West Des Moines, IA	18 ↘	69
Seattle-Tacoma-Bellevue, WA	94	70
Knoxville, TN	93	71
Dayton, OH	63	72
Rochester, NY	51	73
Greensboro-High Point, NC	82	74
Orlando-Kissimmee-Sanford, FL	5 ↘	75

	2020	2022
McAllen-Edinburg-Mission, TX	41	76
Greenville-Mauldin-Easley, SC	69	77
Durham-Chapel Hill, NC	74	78
San Jose-Sunnyvale-Santa Clara, CA	83	79
Scranton-Wilkes-Barre, PA	30 ↘	80
Akron, OH	64	81
Hartford-West Hartford-East Hartford, CT	55	82
San Antonio-New Braunfels, TX	57	83
Minneapolis-St. Paul-Bloomington, MN-WI	15 ↘	84
Deltona-Daytona Beach-Ormond Beach, FL	38 ↘	85
Colorado Springs, CO	79	86
Oklahoma City, OK	97	87
New Haven-Milford, CT	90	88
Grand Rapids-Wyoming, MI	49 ↘	89
Salt Lake City, UT	96	90
Sacramento-Arden-Arcade-Roseville, CA	91	91
Albuquerque, NM	75	92
Boise City-Nampa, ID	95	93
Tucson, AZ	98	94
Harrisburg-Carlisle, PA	71	95
Omaha-Council Bluffs, NE-IA	67	96
Chattanooga, TN-GA	100	97
Madison, WI	86	98
Portland-Vancouver-Hillsboro, OR-WA	99	99
Fresno, CA	84	100

BICYCLE TRIP PERCENTAGE CHANGE

-25% to -1% | 0% to 24% | 25% to 49% | 50% or more

METROS WITH SUBSTANTIAL CHANGE IN RIDERSHIP

↗ Metros with large gain in growth rank

↘ Metros with large loss in growth rank

NUMBER INSIDE EACH CELL INDICATES THE METRO'S NATIONAL RANK

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*Annual Average Daily U.S. Bicycle Trips

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U.S. BICYCLING ACTIVITY IN THE TOP 100 METROS

RANKING | **TOP 50** U.S. METROS ORDERED BY BICYCLE TRIPS* PER CAPITA

	2019	2022
New York-Northern New Jersey-Long Island, NY-NJ-PA	4	1
San Francisco-Oakland-Fremont, CA	6	2
San Jose-Sunnyvale-Santa Clara, CA	2	3
Sacramento-Arden-Arcade-Roseville, CA	1	4
San Diego-Carlsbad-San Marcos, CA	16 ↗	5
Tucson, AZ	5	6
Chicago-Joliet-Naperville, IL-IN-WI	11	7
Portland-Vancouver-Hillsboro, OR-WA	3	8
Salt Lake City, UT	7	9
Los Angeles-Long Beach-Santa Ana, CA	15 ↗	10
Denver-Aurora-Broomfield, CO	10	11
Oxnard-Thousand Oaks-Ventura, CA	9	12
Phoenix-Mesa-Glendale, AZ	19	13
North Port-Bradenton-Sarasota, FL	13	14
Philadelphia-Camden-Wilmington, PA-NJ-DE-MD	21	15
Cape Coral-Fort Myers, FL	17	16
Boston-Cambridge-Quincy, MA-NH	20	17
Miami-Fort Lauderdale-Pompano Beach, FL	28 ↗	18
Seattle-Tacoma-Bellevue, WA	18	19
Provo-Orem, UT	22	20
New Orleans-Metairie-Kenner, LA	23	21
Buffalo-Niagara Falls, NY	26	22
Boise City-Nampa, ID	14	23
Washington-Arlington-Alexandria, DC-VA-MD-WV	27	24
Madison, WI	8 ↘	25

	2019	2022
Tampa-St. Petersburg-Clearwater, FL	29	26
Colorado Springs, CO	25	27
Jacksonville, FL	37 ↗	28
Ogden-Clearfield, UT	31	29
Albuquerque, NM	24	30
Portland-South Portland-Biddeford, ME	32	31
Fresno, CA	12 ↘	32
Minneapolis-St. Paul-Bloomington, MN-WI	30	33
Milwaukee-Waukesha-West Allis, WI	38	34
Columbus, OH	33	35
Providence-New Bedford-Fall River, RI-MA	41	36
Stockton, CA	34	37
Lakeland-Winter Haven, FL	48	38
Toledo, OH	49	39
Fayetteville-Springdale-Rogers, AR-MO	45	40
Austin-Round Rock-San Marcos, TX	43	41
Palm Bay-Melbourne-Titusville, FL	52	42
Riverside-San Bernardino-Ontario, CA	55 ↗	43
Indianapolis-Carmel, IN	47	44
Charleston-North Charleston-Summerville, SC	50	45
Allentown-Bethlehem-Easton, PA-NJ	44	46
Orlando-Kissimmee-Sanford, FL	40	47
Modesto, CA	51	48
New Haven-Milford, CT	35 ↘	49
Deltona-Daytona Beach-Ormond Beach, FL	39	50

METROS WITH SUBSTANTIAL CHANGE IN RIDERSHIP

↗ Metros with large gain in per capita rank

↘ Metros with large loss in per capita rank

NUMBER INSIDE EACH CELL INDICATES THE METRO'S NATIONAL RANK

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*Annual Average Daily U.S. Bicycle Trips

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U.S. BICYCLING ACTIVITY IN THE TOP 100 METROS

RANKING | **BOTTOM 50** U.S. METROS ORDERED BY BICYCLE TRIPS* PER CAPITA

	2019	2022
Bakersfield-Delano, CA	68	51
Cleveland-Elyria-Mentor, OH	62	52
Raleigh-Cary, NC	56	53
Scranton-Wilkes-Barre, PA	42	54
Detroit-Warren-Livonia, MI	63	55
Pittsburgh, PA	53	56
Virginia Beach-Norfolk-Newport News, VA-NC	72	57
Omaha-Council Bluffs, NE-IA	36	58
Bridgeport-Stamford-Norwalk, CT	73	59
Hartford-West Hartford-East Hartford, CT	46	60
Dayton, OH	57	61
Des Moines-West Des Moines, IA	60	62
Akron, OH	54	63
Albany-Schenectady-Troy, NY	69	64
Durham-Chapel Hill, NC	58	65
Baltimore-Towson, MD	74	66
Kansas City, MO-KS	64	67
Las Vegas-Paradise, NV	80	68
Springfield, MA	70	69
Grand Rapids-Wyoming, MI	61	70
Cincinnati-Middletown, OH-KY-IN	75	71
Rochester, NY	67	72
San Antonio-New Braunfels, TX	65	73
St. Louis, MO-IL	71	74
Richmond, VA	84	75

	2019	2022
Syracuse, NY	79	76
Chattanooga, TN-GA	59	77
Charlotte-Gastonia-Rock Hill, NC-SC	88	78
Louisville/Jefferson County, KY-IN	76	79
Harrisburg-Carlisle, PA	66	80
Atlanta-Sandy Springs-Marietta, GA	77	81
Worcester, MA	82	82
Knoxville, TN	78	83
Houston-Sugar Land-Baytown, TX	89	84
Memphis, TN-MS-AR	81	85
Wichita, KS	83	86
Dallas-Fort Worth-Arlington, TX	87	87
Nashville-Davidson-Murfreesboro-Franklin, TN	92	88
Poughkeepsie-Newburgh-Middletown, NY	93	89
Tulsa, OK	91	90
Greenville-Mauldin-Easley, SC	85	91
Augusta-Richmond County, GA-SC	94	92
Greensboro-High Point, NC	90	93
Oklahoma City, OK	86	94
Little Rock-North Little Rock-Conway, AR	95	95
Columbia, SC	96	96
Baton Rouge, LA	98	97
El Paso, TX	100	98
McAllen-Edinburg-Mission, TX	97	99
Birmingham-Hoover, AL	99	100

METROS WITH SUBSTANTIAL CHANGE IN RIDERSHIP

Metros with large gain in per capita rank

Metros with large loss in per capita rank

NUMBER INSIDE EACH CELL INDICATES THE METRO'S NATIONAL RANK

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*Annual Average Daily U.S. Bicycle Trips

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U.S. BICYCLING ACTIVITY BY STATE

The statewide map shows a clear geographic trend in bicycling activity, which is largely shaped by population size and density. Forty-one states saw an increase in annual average daily bicycling trips, with more than half seeing an uptick above 25%.

The northwestern portion of the country has a concentration of states that lost bicycling activity. These regions do not have many metros that rank in the top 100, and this lack of city-oriented population density has likely held back bicycling activity.

On the flip side, the densely populated northeast corridor region saw the biggest increases in bicycling activity, up more than 50% in New York, New Jersey, and Delaware.

North Carolina ranked fourth among the states for growth, likely helped by its sunnier weather and increased bicycling activity in the Raleigh metro. Illinois, pushed up by Chicago, ranked fifth for growth.

All of the top 10 U.S. states by population saw at least a 25% increase in biking activity between 2019 and 2022.

South Dakota, Nebraska, Wyoming, and Montana, all upper midwestern states with small populations and few or no major urban centers, all saw biking activity decrease over the three-year period.

New York, Massachusetts, California, and Kentucky stand out as states that saw significant bicycling momentum built from 2020 to 2022. New York jumped from 43rd for growth in 2020 to first in 2022, Massachusetts from 39th to 21st, California from 25th to 10th, and Kentucky from 32nd to 18th.

Other states struggled to build on the early pandemic boom in biking activity. Michigan and Wisconsin, colder midwestern states with large college populations, saw a drop in ranking. Michigan was 10th in the nation for growth in 2020, but dropped to 27th by 2022. Wisconsin dropped from 12th to 37th. Minnesota, which had a very active biking population in Minneapolis pre-pandemic, dropped from seventh for growth in 2020 to 40th in 2022.

In general, bicycling activity per capita rankings did not vary as much between 2019 and 2022, as compared to growth, because these rankings are a reflection of activity dispersed among the entire population and less affected by localized spikes in activity.

The East Coast states of New Jersey, Rhode Island, and Delaware saw big bumps in per capita ranking in 2022.

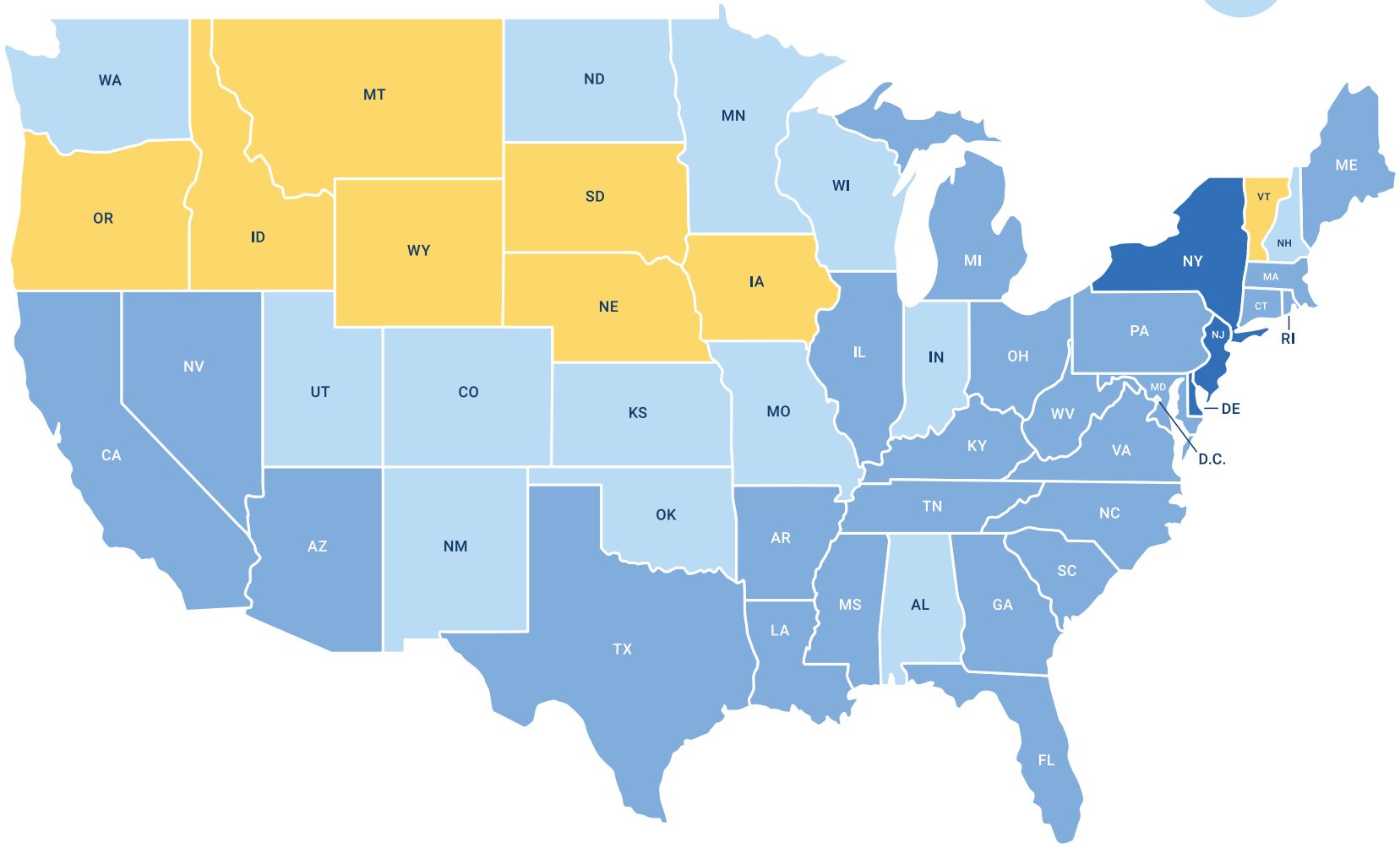
On pages 14-16, you can see these statewide trends in the map and ranking tables.

(Of note, Hawaii and Alaska are excluded from the analysis. Washington, D.C., is included as a state.)

U.S. BICYCLING ACTIVITY BY STATE

BICYCLE TRIP* GROWTH BY STATE, 2019-2022

37% GROWTH NATIONWIDE



BICYCLE TRIP PERCENTAGE CHANGE

-25% to -1% | 0% to 24% | 25% to 49% | 50% or more

Alaska and Hawaii excluded from the analysis. D.C. included as a state.
*Annual Average Daily U.S. Bicycle Trips

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U.S. BICYCLING ACTIVITY BY STATE

RANKING | U.S. STATES ORDERED BY GROWTH IN BICYCLE TRIPS* SINCE 2019

	2020	2022
New York	43	1
New Jersey	2	2
Delaware	1	3
North Carolina	6	4
Illinois	5	5
Nevada	13	6
Rhode Island	19	7
Maryland	14	8
Arkansas	17	9
California	25	10
Virginia	20	11
South Carolina	4	12
Arizona	24	13
West Virginia	23	14
Florida	3	15
Texas	8	16
Louisiana	29	17
Kentucky	32	18
Ohio	16	19
Maine	31	20
Massachusetts	39	21
Tennessee	38	22
Mississippi	15	23
Pennsylvania	34	24
Connecticut	21	25

	2020	2022
Georgia	30	26
Michigan	10	27
Alabama	22	28
Oklahoma	42	29
Missouri	33	30
Indiana	9	31
Utah	37	32
New Mexico	26	33
New Hampshire	11	34
District of Columbia	49	35
Washington	45	36
Wisconsin	12	37
Colorado	35	38
Kansas	18	39
Minnesota	7	40
North Dakota	28	41
Idaho	44	42
Montana	46	43
Wyoming	40	44
Iowa	27	45
Oregon	47	46
Nebraska	36	47
South Dakota	41	48
Vermont	48	49

BICYCLE TRIP PERCENTAGE CHANGE

-25% to -1% | 0% to 24% | 25% to 49% | 50% or more

METROS WITH SUBSTANTIAL CHANGE IN RIDERSHIP

Metros with large gain in growth rank

Metros with large loss in growth rank

NUMBER INSIDE EACH CELL INDICATES THE STATE'S NATIONAL RANK

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Alaska and Hawaii excluded from the analysis. D.C. included as a state.
*Annual Average Daily U.S. Bicycle Trips

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U.S. BICYCLING ACTIVITY BY STATE

RANKING | U.S. STATES ORDERED BY BICYCLE TRIPS* PER CAPITA

	2019	2022
New York	4	1
District of Columbia	1	2
Colorado	3	3
California	7	4
Oregon	2	5
Arizona	10	6
Utah	6	7
Illinois	13	8
New Jersey	18	9
Wyoming	5	10
Florida	16	11
Rhode Island	21	12
Massachusetts	17	13
Washington	12	14
Idaho	9	15
Delaware	26	16
Montana	11	17
New Hampshire	19	18
Minnesota	15	19
Pennsylvania	25	20
Wisconsin	22	21
New Mexico	23	22
Virginia	31	23
Vermont	8	24
Nevada	32	25

	2019	2022
Maine	30	26
Michigan	28	27
South Dakota	14	28
Indiana	29	29
Nebraska	20	30
Maryland	36	31
Connecticut	34	32
Ohio	35	33
Iowa	24	34
North Dakota	27	35
Kansas	33	36
Louisiana	38	37
South Carolina	39	38
Missouri	37	39
North Carolina	41	40
West Virginia	42	41
Kentucky	43	42
Georgia	40	43
Texas	44	44
Arkansas	46	45
Oklahoma	45	46
Tennessee	47	47
Mississippi	48	48
Alabama	49	49

METROS WITH SUBSTANTIAL CHANGE IN RIDERSHIP

Metros with large gain in per capita rank

Metros with large loss in per capita rank

NUMBER INSIDE EACH CELL INDICATES THE STATE'S NATIONAL RANK

11

Alaska and Hawaii excluded from the analysis. D.C. included as a state.
*Annual Average Daily U.S. Bicycle Trips

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VISUALIZE VOLUME, SPEED, BIKE AND PEDESTRIAN ACTIVITY TO IDENTIFY HIGH PRIORITY SITES

- Access volume, VMT, speed, bike and pedestrian activity to identify high-risk intersections or corridors.
- Compare trip and traveler activity by time of day and day of the week.
- Access historical multimode and demographic data (age, race, disability) to identify vulnerable users.
- Compare changes in travel time, traffic volume, speed to measure the effectiveness of safety projects.

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ABOUT STREETLIGHT

StreetLight Data, Inc. (“StreetLight”) pioneered the use of Big Data analytics to shed light on how people, goods, and services move, empowering smarter, data-driven transportation decisions. The company applies proprietary machine-learning algorithms and its vast data processing resources to measure travel patterns of vehicles, bicycles and pedestrians, accessible as analytics on the StreetLight InSight® SaaS platform. Acquired by Jacobs as a wholly owned subsidiary in February 2022, StreetLight provides innovative digital solutions to help communities reduce congestion, improve safe and equitable transportation, and maximize the positive impact of infrastructure investment.

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