



# South Dakota

# RANKING # 38

## REGIONAL RANKING » MIDWEST #9

GOVERNOR: Dennis Daugaard

DOT COMMISSIONER: Darin Bergquist

BICYCLE/PEDESTRIAN COORDINATOR: Nancy Surprenant

STATE ADVOCACY GROUP: N/A

## CATEGORY SCORES

SCORING: 5 = HIGH 1 = LOW

2 LEGISLATION AND ENFORCEMENT

3 POLICIES AND PROGRAMS

2 INFRASTRUCTURE AND FUNDING

3 EDUCATION AND ENCOURAGEMENT

1 EVALUATION AND PLANNING

## TOP 10 SIGNS OF SUCCESS

= NEW IN 2015

1% OR MORE OF PEOPLE COMMUTING BY BIKE

SAFE PASSING LAW (3 FEET OR GREATER)

COMPLETE STREETS POLICY

DEDICATED STATE FUNDING

ACTIVE STATE ADVOCACY GROUP

STATE BICYCLE PLAN (ADOPTED 2005 OR LATER)

SHARE THE ROAD CAMPAIGN

VULNERABLE ROAD USER LAW

BICYCLE SAFETY EMPHASIS IN STRATEGIC HIGHWAY SAFETY PLAN

2% OR MORE FEDERAL FUNDS SPENT ON BIKE/PED

## OVERALL POINTS

# 30 of 100

2014: 26 of 100

## FEEDBACK

- Adopt revisions to the bike and pedestrian portion of Chapter 16 of the SDDOT Road Design Manual and conduct trainings for planners, engineers, and other state and local agency staff so that modern designs are used for new bicycling and walking infrastructure.
- Build on the HealthySD initiative to increase coordination between State agencies and realize goals that bicycling and walking can contribute to.
- Adopt a statewide bicycle plan that addresses each of the five “Es”, has clear implementation actions, and performance measures to gauge success.
- Adopt a statewide Complete Streets policy. The National Complete Streets Coalition has a model state policy and a variety of other resources to ensure adoption and implementation.
- Ensure that no funds from the Transportation Alternatives program are transferred for purposes other than bicycling and walking projects.
- Hold a state bicycle summit with opportunities for professional development, contact with elected officials, and networking.
- Adopt a mode share goal for biking to encourage the integration of bicycle transportation needs into all transportation and land use policy and project decisions.
- The state could spend more federal funding on bicyclists and pedestrians. Adopt project prioritization criteria for federal funds that incentivize bicycle projects and accommodations.
- Conduct a bicycle economic benefit study to showcase the positive impacts of bicycling for tourism, health costs, economic development, job creation, and transportation return on investment.

The Bicycle Friendly States ranking is based on a comprehensive survey completed by state departments of transportation and state bicycling advocates. It asks comprehensive questions across 5 categories: Legislation and Enforcement, Policies and Programs, Infrastructure and Funding, Education and Encouragement, Evaluation and Planning. The results listed above provide only a snap shot of the full application. They are intended to offer some ideas for further growth in bicycle friendliness. For more information, visit [www.bikeleague.org/states](http://www.bikeleague.org/states) or contact Ken McLeod at (202)-822-1333 or [ken@bikeleague.org](mailto:ken@bikeleague.org).