



BICYCLE FRIENDLY STATE REPORT CARD

ALABAMA

RANKED

45

OF 50

STATE ADVOCACY GROUP:
ALABAMA BICYCLE COALITION

Successes & Suggestions

The Bicycle Friendly State report card is based on over 100 data points for each state and input from state agencies and advocates. Based on the information we obtained for Alabama, the League of American Bicyclists believes the following actions will improve the safety, comfort, and accessibility of bicycling in Alabama.

Alabama passed a safe passing law (32-5A-82) that clarifies the responsibility of motorists to pass bicyclists at a safe distance. However, it only applies when there is a marked bike lane, on certain higher-speed roadways, or when a bicyclist legally rides within two feet of the right shoulder of a roadway. These limitations are severe and abnormal and undermine the law's ability to protect bicyclists.

Repeal the state's mandatory sidepath law. This type of law creates conflicts between bicycles and other path users and ignores the quality, safety, topography and connectivity of available paths. Most sidepaths are designed for recreational use and may not be convenient for transportation purposes. Alabama's law does not provide exceptions based on the quality or other circumstances of the sidepath.

Alabama has set a safety target [https://safety.fhwa.dot.gov/hsip/spm/state_safety_targets/] that anticipates an increase in the number of non-motorized fatalities and serious injuries. While this target may reflect current trends, it is also a statement of goals and Alabama should set goals that reflect a commitment to improving road safety and reaching zero deaths and serious injuries.

Improve coordination between state DOT, municipalities, and counties in the planning phase of projects with the goal of connectivity and continuity to maximize efficiency of bicycle and pedestrian transportation.

Congratulations, Alabama has significantly increased its use of federal funding on bicycling and walking projects in recent years!

Adopt a goal to increase the prevalence of people biking. More people biking can improve rates of physical activity, reduce emissions, and reduce cost of transportation projects compared to motor vehicle projects.

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.

Allow photo enforcement of speed limits in areas such as school zones or other areas with high activity by people biking and walking.

Commute to work data is one of the rare national datasets on the prevalence of bicycling. While this data captures less than a quarter of bicycle trips, it illustrates the likelihood that bicycling is a viable transportation option. Alabama has a lower than average bike commuting rate and should make it a priority to provide a viable bicycle network system in its communities, particularly where state roads pose a barrier to bicycling.

Many states understand the connection between transportation and health. Consider how the state DOT can work with public health stakeholders to enable physical activity and mitigate the negative effects of emissions, limited access to resources, and traffic violence.

	Infrastructure & Funding	C-
	Education & Encouragement	C-
	Legislation & Enforcement	D
	Policies & Programs	C-
	Evaluation & Planning	C

Get the full breakdown of each category and grade average on the next page.

Bicycle Friendly Actions bikeleague.org/bicycle-friendly-actions	Action Taken?
Complete Streets Law / Policy	
Safe Passing Law (3ft+)	✓
Statewide bike plan last 10 years	✓
2% or more federal funds on bike/ped	✓
Bicycle Safety Emphasis Area	

Federal Data on Biking		Rank
Ridership	0.1% of commuters biking to work	49/50
Safety	35 fatalities per 10K bike commuters ⁱⁱ	49/50
Spending	\$3.32 per capita FHWA spending on biking and walking ⁱⁱⁱ	16/50


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


ⁱⁱ 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.


ⁱⁱⁱ 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 2011-2016 and the 2015 5-year ACS state population estimate.


Category Breakdown:


ALABAMA

 Infrastructure & Funding Ranked 32 of 50 States C-	
DESIGN AND EXISTENCE OF INFRASTRUCTURE Has the state made it easy to build bicycle infrastructure and installed a variety of infrastructure on state facilities?	C-
STATE TRANSPORTATION FUNDING Does the state allocate funding to bicycling or limit state funding for bicycling?	D
USE OF FEDERAL TRANSPORTATION FUNDING Does the state take advantage of available federal funding for biking and walking?	B
PLANNED AND RECENTLY BUILT BICYCLE & PEDESTRIAN FACILITIES How many lane miles of bicycle and pedestrian facilities has the state reportedly planned to build and built?	B-

 Policies & Programs Ranked 29 of 50 States C-	
COMPLETE STREETS Does the state have a complete streets policy and processes to support its implementation?	D-
DESIGN AND ACCESS POLICIES Does the state have policies in place to ensure good design and access for people who bike and walk?	B-
STATE OF PRACTICE DEVELOPMENT Does the state support trainings on bicycle and pedestrian infrastructure and complete streets implementation?	B+
SUSTAINABLE TRANSPORTATION POLICIES Does the state work incorporate multi-disciplinary considerations in the development and implementation of transportation projects?	B

 Education & Encouragement Ranked 48 of 50 States C-	
STATE DOT EDUCATION & ENCOURAGEMENT SUPPORT Does the state DOT support bicycling and walking events and education materials?	C
MODE SHARE & ADVOCACY Do people bike to work and are they organized to advocate for improvements?	D

 Evaluation & Planning Ranked 34 of 50 States C	
STATE DOT BICYCLE & PEDESTRIAN PLANS Does the state have a bicycle and/or pedestrian plan and does that plan follow best practices?	B
BICYCLE AND PEDESTRIAN SAFETY Has the state made bicyclist and pedestrian safety an emphasis and what does data say about safety?	D+
UNDERSTANDING PEOPLE WHO BIKE AND WALK Does the state have programs in place to collect data on people who walk and bike?	D
FORMAL USER GROUP ENGAGEMENT Does the state have an official Bicycle and/or Pedestrian Advisory Committee and does it follow best practices?	F

 Legislation & Enforcement Ranked 50 of 50 States D	
LAWS THAT REGULATE DRIVER BEHAVIOR AND METHODS OF ENFORCEMENT Does the state have strong comprehensive distracted driving laws and allow photo enforcement?	C-
LAWS THAT RESTRICT THE BEHAVIOR OF PEOPLE WHO BIKE AND WALK How does the state unnecessarily restrict the behavior of people who bike and walk?	F
LAWS THAT CREATE PROTECTIONS FOR PEOPLE WHO BIKE AND WALK Does the state have laws that provide specific protections for people who bike and walk?	C

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

The Bicycle Friendly State ranking is based on a comprehensive survey 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.



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TOGETHER!**

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