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 Mississippi, the League of American Bicyclists believes the following actions will improve the safety, comfort, and accessibility of bicycling in Mississippi.

Mississippi should adopt a statewide bicycle plan. According to our records, Mississippi is one of less than 12 states that have never adopted a statewide bicycle plan. Mississippi published a statewide bicycle map in 2017, but a statewide plan would facilitate coordination with local agencies and the consistent development of high quality bicycle infrastructure.

Add bicycle safety as an emphasis area in the state Strategic Highway Safety Plan and aggressively fund bike safety projects.

The state should spend more federal funding on bicyclists and pedestrians. Adopt project prioritization criteria for federal funds that incentivize bicycle projects and accommodations.

Mississippi 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 Mississippi should set goals that reflect a commitment to improving road safety and reaching zero deaths and serious injuries.

Mississippi should update its Engineering Design Standards to include protected bike lanes. In 2017, a majority of states reported that they have such standards and they are expected in the next AASHTO Bike Design Guide.

Dedicate state funding for bicycle projects and programs. By dedicating state funding Mississippi could allow more communities to access federal transportation funding by providing a match with state funds where a community lacks the resources or capacity to access federal funds.

Adopt a statewide policy that requires bicycle accommodations on all bridge and tunnel projects. These once in a generation projects should create connections for all transportation users rather than build barriers.

Allow the flexibility for all units of government statewide to use NACTO and AASHTO standards as well as the state's own design standards. Or, alternatively incorporate NACTO and AASHTO standards into state design standards and guidance.

Implement a bicycle count program to more accurately document bicycle traffic statewide and coordinate bicycle facility design with cyclist feedback to ensure quality facilities.

Provide specific training to engineers and planners on how to plan, design, and implement bicycle and pedestrian infrastructure, including protected bike lanes, safe rural bicycling routes, and other facilities that have become more widespread in recent years. Significant changes in best practices have occurred recently and training is essential to ensuring that communities in your state have access to the best possible solutions for their bicycle and pedestrian safety and mobility issues.
### MISSISSIPPI

**Category Breakdown:**

- **Infrastructure & Funding**
  - Ranked 48 of 50 States
  - **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? **C**
  - **State of Practice Development**
    - Does the state support trainings on bicycle and pedestrian infrastructure and complete streets implementation? **C**
  - **Sustainable Transportation Policies**
    - Does the state work incorporate multi-disciplinary considerations in the development and implementation of transportation projects? **D**

- **Policies & Programs**
  - Ranked 28 of 50 States
  - **Complete Streets**
    - Does the state have a complete streets policy and processes to support its implementation? **C-**
  - **Design and Access Policies**
    - Does the state have policies in place to ensure good design and access for people who bike and walk? **C-**
  - **State of Practice Development**
    - Does the state support trainings on bicycle and pedestrian infrastructure and complete streets implementation? **C-**
  - **Sustainable Transportation Policies**
    - Does the state work incorporate multi-disciplinary considerations in the development and implementation of transportation projects? **D-**

- **Education & Encouragement**
  - Ranked 45 of 50 States
  - **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**

- **Legislation & Enforcement**
  - Ranked 16 of 50 States
  - **Laws that Regulate Driver Behavior and Methods of Enforcement**
    - Does the state have strong comprehensive distracted driving laws and allow photo enforcement? **D**
  - **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? **B**
  - **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? **A**

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**SEE THE BICYCLE FRIENDLY STATE DATABASE MAP:**

[BIKELEAGUE.ORG/BFA/AWARDS](https://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](https://bikeleague.org/states) or contact Ken McLeod at (202)-822-1333 or ken@bikeleague.org.