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 snapshot 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 or contact Nicole Wynands at (202) 822-1333 or nicole@bikeleague.org.

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**New Hampshire**

**RANKING # 24**

**REGIONAL RANKING ➔ EAST #9**

**GOVERNOR:** Maggie Hassan

**DOT COMMISSIONER:** Christopher Clement

**BICYCLE/PEDESTRIAN COORDINATOR:** Larry Keniston

**STATE ADVOCACY GROUP:** Bike Walk Alliance of NH

**CATEGORY SCORES**

<table>
<thead>
<tr>
<th>Category</th>
<th>Score</th>
<th>Scoring: 5 = High</th>
<th>1 = Low</th>
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<td>Legislation and Enforcement</td>
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<td>Policies and Programs</td>
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<td>Evaluation and Planning</td>
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</table>

**TOP 10 SIGNS OF SUCCESS**

- People commuting by bike (more than 1%)
- Safe passing/vulnerable road user law
- Complete streets policy
- Committed state funding
- Active state advocacy group
- State bicycle plan (adopted 2004 or later)
- Share the road campaign
- Bicycle education for police
- Bicycle safety emphasis in strategic highway safety plan
- Top 10 state for congestion mitigation and air quality spending

**OVERALL POINTS**

38.7 of 100 (2013: 34.0 of 100)

**FEEDBACK**

- Adopt Vulnerable User bill HB-1485 that increases penalties for a motorist that injures or kills a bicyclist or pedestrian.
- 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.
- Adopt performance measures, such as mode shift or a low percentage of exempted projects, to better track and support Complete Streets/Bike Accommodation Policy compliance.
- Adopt a policy requiring state office buildings, state park and recreation facilities, and other state facilities to provide bicycle parking.
- Adopt a statewide policy that requires bicycle accommodations on all bridge and tunnel projects.
- Increase the percentage of state highway network that has paved shoulders or bike lanes greater or equal to 4 feet wide.
- Hold a state bicycle summit with opportunities for professional development, contact with elected officials, and networking.
- Adopt performance measures to decrease bicycle fatalities.
- 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.
- 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.

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