New Mexico

RANKING # 41

REGIONAL RANKING » WEST #11

GOVERNOR: Susana Martinez
DOT COMMISSIONER: Tom Church
BICYCLE/PEDESTRIAN COORDINATOR: Rosa Kozub
STATE ADVOCACY GROUP: Bicycle Coalition of NM

CATEGORY SCORES

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<th>Category</th>
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<th>Scoring: 5 = High</th>
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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

25.2 of 100 2013: 15.5 of 100

FEEDBACK

- Adopt a vulnerable road user law. Specify a safe passing distance of slow moving traffic and specifically protect pedestrians as the most vulnerable road user.
- Update state traffic laws regarding bicyclists riding “as far right as practicable” to include the four exemptions listed in the Uniform Vehicle Code.
- Develop a Police Officer Standards and Training (POST) curriculum for bicycling enforcement both for new officers and continuing education.
- Adopt a statewide Complete Streets policy.
- Update the state rumble strip policy to ensure compliance with the November 2011 Federal Highway Administration guidance. Require that rumble strips are not installed unless a traffic safety study proves they are necessary.
- Dedicate state funding for bicycle projects and programs, especially those focused on safety and eliminating gaps and increasing access for bicycle networks.
- Adopt a statewide bicycle plan that addresses each of the five “Es”, has clear implementation actions, and performance measures to gauge success.
- 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.
- Create a connected New Mexico state wide bike route system.
- Adopt a Safe Routes to School curriculum at the state level.

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Alaska

REGIONAL RANKING » WEST #12

GOVERNOR: Sean Parnell
DOT COMMISSIONER: Patrick Kemp
BICYCLE/PEDESTRIAN COORDINATOR: Bob Laurie
STATE ADVOCACY GROUP: Alaska Trails

**OVERALL POINTS**

| 2014 REPORT CARD | 43 |

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**CATEGORY SCORES**  
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**TOP 10 SIGNS OF SUCCESS**  
**= NEW IN 2014**

- 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

**FEEDBACK**

- Adopt a safe passing law with a minimum distance of 3 feet to address bicyclist safety.
- Adopt a vulnerable road user law that increases penalties for a motorist that injures or kills a bicyclist or pedestrian.
- Adopt a statewide Complete Streets policy.
- Provide specific training to engineers and planners on how to implement the Complete Streets/ Accommodation Policy in everyday 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.
- Dedicate state funding for bicycle projects and programs, especially those focused on safety and eliminating gaps and increasing access for bicycle networks.
- Conduct a share the road campaign creatively addressing the issues specific to your state.
- Create a state bicycle riders manual to ensure cyclists have a pocket guide for rules of the road, relevant laws, state bike routes, and other necessary information.
- Establish a statewide bicycle advisory committee to provide accountability for bicycle projects and programs. The BAC should include diverse representation, formal inclusion in decision making, a workplan, and regularly held meetings (at least quarterly).
- 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.
West Virginia

RANKING # 44

OVERALL POINTS

24.0 of 100 2013: 20.4 of 100

REGIONAL RANKING ➢ SOUTH #10

GOVERNOR: Earl Ray Tomblin

DOT COMMISSIONER: Paul Mattox

BICYCLE/PEDESTRIAN COORDINATOR: Perry Keller

STATE ADVOCACY GROUP: West Virginia Connecting Communities

CATEGORY SCORES

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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

FEEDBACK

• 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 state bicycle design manual that includes design drawings, guidance on when to use established and innovative design treatments, and public engagement.

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

• Dedicate state funding for bicycle projects and programs, especially those focused on safety and eliminating gaps and increasing access for bicycle networks.

• Add language to the driver’s license manual and classes that addresses the interaction between motor vehicles and bicycles.

• Conduct a share the road campaign creatively addressing the issues specific to your state.

• 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.

• Complete the Huntington-Charleston and Route 4 (Harper’s Ferry) connections.

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Nebraska

RANKING # 45

REGIONAL RANKING >> MIDWEST #12

GOVERNOR: Dave Heineman
DOT COMMISSIONER: Monty Frederickson
BICYCLE/PEDESTRIAN COORDINATOR: David Schoenmaker
STATE ADVOCACY GROUP: Nebraska Bicycling Alliance

2014 REPORT CARD

OVERALL POINTS

22.2 of 100
2013: 22.9 of 100

CATEGORY SCORES

SCORING: 5 = HIGH  1 = LOW

LEGISLATION AND ENFORCEMENT  2
POLICIES AND PROGRAMS  2
INFRASTRUCTURE AND FUNDING  1
EDUCATION AND ENCOURAGEMENT  2
EVALUATION AND PLANNING  1

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

FEEDBACK

- Adopt a statewide Complete Streets policy.
- Adopt a state bicycle design manual that includes design drawings, guidance on when to use established and innovative design treatments, and public engagement.
- Adopt a statewide policy that requires bicycle accommodations on all bridge and tunnel projects.
- The state could spend more federal funding on bicyclists and pedestrians. Adopt project prioritization criteria for federal funds that incentivize bicycle projects and accommodations.
- Dedicate state funding for bicycle projects and programs, especially those focused on safety and eliminating gaps and increasing access for bicycle networks.
- Conduct a share the road campaign creatively addressing the issues specific to your state.
- Hold a state bicycle summit with opportunities for professional development, contact with elected officials, and networking.
- Adopt a statewide bicycle plan that addresses each of the five “Es”, has clear implementation actions, and performance measures to gauge success.
- Add bicycle safety as an emphasis area in the state Strategic Highway Safety Plan and aggressively fund bike safety projects.
- 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.
**Kansas**

**RANKING # 46**

**REGIONAL RANKING >> MIDWEST #13**

**GOVERNOR:** Sam Brownback  
**DOT COMMISSIONER:** Jerry Younger  
**BICYCLE/PEDESTRIAN COORDINATOR:** Becky Pepper  
**STATE ADVOCACY GROUP:** KanBikeWalk

### CATEGORY SCORES

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**SCORING:** 5 = HIGH 1 = LOW

### 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**

**2014 REPORT CARD**

**OVERALL POINTS**

22.2 of 100  
2013: 23.0 of 100

**FEEDBACK**

- Adopt a vulnerable road user law that increases penalties for a motorist that injures or kills a bicyclist or pedestrian.
- 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 statewide policy that requires bicycle accommodations on all bridge and tunnel projects.
- Ensure that no funds from the Transportation Alternatives program are transferred for purposes other than bicycling and walking projects.
- The state could spend more federal funding on bicyclists and pedestrians. Adopt project prioritization criteria for federal funds that incentivize bicycle projects and accommodations.
- Dedicate state funding for bicycle projects and programs, especially those focused on safety and eliminating gaps and increasing access for bicycle networks.
- Add language to the driver’s license test that addresses the interaction between motor vehicles and bicycles.
- Add bicycle safety as an emphasis area in the state Strategic Highway Safety Plan and aggressively fund bike safety projects.
- 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.

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South Carolina

RANKING # 47

REGIONAL RANKING ➞ SOUTH #11

GOVERNOR: Nikki Haley

ACTING TRANSPORTATION SECRETARY: Christy A. Hall

BICYCLE/PEDESTRIAN COORDINATOR: Thomas Dodds

STATE ADVOCACY GROUP: Palmetto Cycling Coalition

OVERALL POINTS

22.0 of 100

2013: 27.7 of 100

FEEDBACK

• Repeal the state’s mandatory bike lane law. These types of laws ignore the quality and safety of available bike lanes.

• Adopt a statewide, all-ages cell phone and texting ban to combat distracted driving and increase safety for everyone.

• Adopt a statewide Complete Streets policy.

• Ensure that no funds from the Transportation Alternatives program are transferred for purposes other than bicycling and walking projects.

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

• Dedicate state funding for bicycle projects and programs, especially those focused on safety and eliminating gaps and increasing access for bicycle networks.

• Hold a state bicycle summit with opportunities for professional development, contact with elected officials, and networking.

• Adopt a statewide bicycle plan that addresses each of the five “Es”, has clear implementation actions, and performance measures to gauge success.

• 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.

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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

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Kentucky

REGIONAL RANKING ➤ SOUTH #12

GOVERNOR: Steve Beshear
DOT COMMISSIONER: Mike Hancock
BICYCLE/PEDESTRIAN COORDINATOR: Troy Hearn
STATE ADVOCACY GROUP: N/A

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- BICYCLE EDUCATION FOR POLICE
- BICYCLE SAFETY EMPHASIS IN STRATEGIC HIGHWAY SAFETY PLAN
- TOP 10 STATE FOR CONGESTION MITIGATION AND AIR QUALITY SPENDING

OVERALL POINTS

19.1 of 100

2013: 16.6 of 100

FEEDBACK

- Adopt a safe passing law with a minimum distance of 3 feet to address bicyclist safety.
- Update state traffic laws regarding bicyclists riding “as far right as practicable” to include the four exemptions listed in the Uniform Vehicle Code.
- Develop a Police Officer Standards and Training (POST) curriculum for bicycling enforcement both for new officers and continuing education – focus on laws related to bicyclists, interactions between motorists and bicyclists, and bicycle collision investigation.
- Adopt a statewide Complete Streets policy.
- The state could be spending a higher amount of federal funding on bicyclists and pedestrians. Adopt project prioritization criteria for federal funds that incentivize bicycle projects and accommodations.
- Dedicate state funding for bicycle projects and programs, especially those focused on safety and eliminating gaps and increasing access for bicycle networks.
- Create a state bicycle riders manual to ensure cyclists have a pocket guide for rules of the road, relevant laws, state bike routes, and other necessary information.
- Create a state website with resources on bicycle commuting, touring, state bike routes, planning documents, and other relevant information.
- Adopt a statewide bicycle plan that addresses each of the five “Es”, has clear implementation actions, and performance measures to gauge success.
- 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.

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Montana

REGIONAL RANKING ➞ WEST #13

GOVERNOR: Steve Bullock
DOT COMMISSIONER: Mike Tooley
BICYCLE/PEDESTRIAN COORDINATOR: Angie Zanin
STATE ADVOCACY GROUP: Bike Walk Montana

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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

2014 REPORT CARD

RANKING # 49

OVERALL POINTS

17.9 of 100

2013: 23.2 of 100

FEEDBACK

- Adopt a safe passing law with a minimum distance of 3 feet to address bicyclist safety.
- Include the NACTO Urban bikeway design guide as a reference in your state bicycle design manual.
- Adopt a statewide Complete Streets policy.
- Update the state rumble strip policy to ensure compliance with the November 2011 Federal Highway Administration guidance. Require that rumble strips are not installed unless a traffic safety study proves they are necessary.
- Dedicate state funding for bicycle projects and programs, especially those focused on safety and eliminating gaps and increasing access for bicycle networks.
- Create a system of state bike routes that are safe, connect to destinations, and are suitable for all types of bicyclists. Partner with advocacy groups on identifying Scenic Bikeways in Montana to increase bicycle tourism.
- Adopt a statewide bicycle plan that addresses each of the five “Es”, has clear implementation actions, and performance measures to gauge success.
- Add bicycle safety as an emphasis area in the state Strategic Highway Safety Plan and aggressively fund bike safety projects.
- Establish a statewide bicycle advisory committee to provide accountability for bicycle projects and programs. The BAC should include diverse representation, formal inclusion in decision making, a workplan, and regularly held meetings (at least quarterly).
- Adopt performance measures to
Alabama

REGIONAL RANKING ➔ SOUTH #13

GOVERNOR: Robert Bentley

DOT COMMISSIONER: John Cooper

BICYCLE/PEDESTRIAN COORDINATOR: Mary Lou Crenshaw

STATE ADVOCACY GROUP: Alabama Bicycle Coalition

2014 REPORT CARD

RANKING # 50

OVERALL POINTS

17.4 of 100

2013: 12.3 of 100

FEEDBACK

• Adopt a safe passing law with a minimum distance of 3 feet to address bicyclist safety.

• Collect data regarding enforcement actions against motorists based on incidents with bicycles, such as traffic tickets issued, prosecutions, or convictions.

• Provide specific training to engineers and planners on how to implement the Complete Streets/ Accommodation Policy in everyday decisions.

• Adopt a policy requiring state office buildings, state park and recreation facilities, and other state facilities to provide bicycle parking.

• Adopt a state bicycle design manual that includes design drawings, guidance on when to use established and innovative design treatments, and public engagement.

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

• Dedicate state funding for bicycle projects and programs, especially those focused on safety and eliminating gaps and increasing access for bicycle networks.

• Add language to the driver’s license tests that addresses the interaction between motor vehicles and bicycles.

• Create a state website with resources on bicycle commuting, touring, state bike routes, planning documents, and other relevant information.

• Conduct a share the road campaign creatively addressing the issues specific to your state.

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.