North Dakota

2014 REPORT CARD

RANKING # 35

OVERALL POINTS

28.4 of 100

2013: 7.5 of 100

REGIONAL RANKING ★ MIDWEST #7

GOVERNOR: Jack Dalrymple

DOT COMMISSIONER: Francis Ziegler

BICYCLE/PEDESTRIAN COORDINATOR: Bennett Kubischta

STATE ADVOCACY GROUP: Central Dakota Cyclists

CATEGORY SCORES

<table>
<thead>
<tr>
<th>Category</th>
<th>Scoring: 5 = High</th>
<th>1 = Low</th>
</tr>
</thead>
<tbody>
<tr>
<td>LEGISLATION AND ENFORCEMENT</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>POLICIES AND PROGRAMS</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>INFRASTRUCTURE AND FUNDING</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>EDUCATION AND ENCOURAGEMENT</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>EVALUATION AND PLANNING</td>
<td>1</td>
<td></td>
</tr>
</tbody>
</table>

TOP 10 SIGNS OF SUCCESS

PEOPLE COMMUTING BY BIKE (MORE THAN 1%)
SAFE PASSING/VULNERABLE ROAD USER LAW
COMPLETE STREETS POLICY
DEDICATED STATE FUNDING
ACTIVE STATE ADVOCACY GROUP
STATE BICYCLE PLAN (ADOPTED 2003 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. 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.
- 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.
- Update your state bicycle master plan. The plan update should evaluate and build on the previous bicycle master plan, and reflect changes in bicycle user needs.
- 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 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.