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 Wynnands at (202)-822-1333 or nicole@bikeleague.org.

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**Rhode Island**

**REGIONAL RANKING ➞ MIDWEST #5**

**GOVERNOR:** Gina Raimondo

**DOT COMMISSIONER:** Teresa A. Paolillo

**BICYCLE/PEDESTRIAN COORDINATOR:** Dan O'Shea

**STATE ADVOCACY GROUP:** Rhode Island Bicycle Coalition

**2014 REPORT CARD RANKING # 27**

**OVERALL POINTS**

40.4 of 100 2013: 36.3 of 100

**FEEDBACK**

- Adopt a safe passing law with a minimum distance of 3 feet to address bicyclist safety.
- Adopt a pedestrian protection law that increases penalties for a motorist that injures or kills a bicyclist or pedestrian.
- Adopt a law allowing transportation agencies to post 20 mph or lower speed limits under certain circumstances.
- Adopt a statewide Complete Streets policy. The Rhode Island 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.
- The state could spend more federal funding on bicyclists and pedestrians. Adopt project prioritization criteria for federal funds that incentivize bicycle projects and accommodations.
- 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.
- Ensure that bicycle safety is a major emphasis in all transportation projects, programs and policies to address this issue.
- Adopt House Bill 145 to permit vehicle drivers to proceed at intersection, even when not detected.
- Adopt House Bill 397, which would increase penalties for hit-and-run motorists.

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