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 Ken McLeod at (202)-822-1333 or ken@bikeleague.org.

**Indiana**

**GOVERNOR:** Mike Pence  
**DOT COMMISSIONER:** Karl Browning  
**BICYCLE/PEDESTRIAN COORDINATOR:** Jay Mitchell  
**STATE ADVOCACY GROUP:** Bicycle Indiana

<table>
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<tr>
<th>CATEGORY SCAres</th>
<th>SCORING:  5 = H IGH     1 = L ow</th>
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<tr>
<td>LEGISLATION AND ENFORCEMENT</td>
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<td>EVALUATION AND PLANNING</td>
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**TOP 10 SIGNS OF SUCCESS**

- 1% OR MORE OF PEOPLE COMMUTING BY BIKE  
- SAFE PASSING LAW (3 FEET OR GREATER)  
- COMPLETE STREETS POLICY  
- DEDICATED STATE FUNDING  
- ACTIVE STATE ADVOCACY GROUP  
- STATE BICYCLE PLAN (ADOPTED 2005 OR LATER)  
- SHARE THE ROAD CAMPAIGN  
- VULNERABLE ROAD USER LAW  
- BICYCLE SAFETY EMPHASIS IN STRATEGIC HIGHWAY SAFETY PLAN  
- 2% OR MORE FEDERAL FUNDS SPENT ON BIKE/PED

**OVERALL POINTS**

30 of 100  
2014: 27 of 100

**FEEDBACK**

- Provide transparent and easily accessible data regarding funding from TAP, HSIP, etc. for bike/ped projects.
- Conduct Share the Road driver training for state employees.
- Adopt a safe passing law with a minimum distance of 3 feet to address bicyclist safety.
- 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.
- Adopt a law prohibiting a motorist from opening an automobile's door unless the motorist is able to do so safely. Indiana is one of only 10 states to not have this type of law.
- Conduct a household travel survey to include bicycles, pedestrians, and multi-modal travel.
- Consider directing more state funding for bicycle projects and programs, especially those focused on safety and eliminating gaps and increasing access to on-road bicycle networks. Despite established state funding for trails few people use bicycles for daily transportation suggesting a need to consider other funding programs to address those 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.
- Adopt performance measures, such as mode shift or a low percentage of exempted projects, to better track and support Complete Streets Policy compliance.