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.

**REGIONAL RANKING ➔ EAST #10**

**GOVERNOR:** Maggie Hassan  
**DOT COMMISSIONER:** William Cass  
**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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</thead>
<tbody>
<tr>
<td>LEGISLATION AND ENFORCEMENT</td>
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<tr>
<td>POLICIES AND PROGRAMS</td>
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<td>2</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

**FEEDBACK**

- 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 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 vulnerable road user law that increases penalties for a motorist that injures or kills a bicyclist or pedestrian. Model language is available here: http://bikeleague.org/content/model-legislation.
- Update the Statewide Bicycle and Pedestrian Plan, which was last updated in 2000.
- Conduct bicycle economic benefit studies to showcase the positive impacts of bicycling for tourism, health costs, economic development, job creation, and transportation return on investment. A recent study of the WOW Trail found that it provides $778,400 in annual economic benefits to local communities: http://wowtrail.org/wp-content/uploads/sites/10/2013/03/final-wow-trail-impact-study.pdf.
- Hold a state bicycle summit with opportunities for professional development, contact with elected officials, and networking.
- 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 to decrease bicycle fatalities.