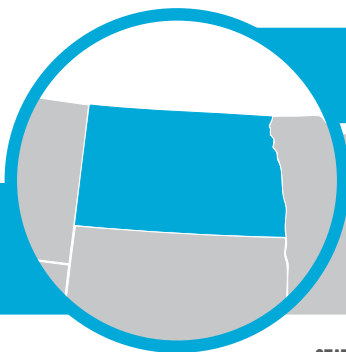




NORTH DAKOTA



TOTAL COUNTS
BICYCLE FRIENDLY COMMUNITIES 3
BICYCLE FRIENDLY BUSINESSES 2
BICYCLE FRIENDLY UNIVERSITIES 0

SEE THE DATABASE MAP: BIKELEAGUE.ORG/BFA/AWARDS

STATE ADVOCACY GROUP: NORTH DAKOTA ACTIVE TRANSPORTATION ALLIANCE

Summary

North Dakota is one of three states without any of our Bicycle Friendly Actions and has consistently poor category scores. The relative bright spots are the federal data available for the state, but unfortunately those also come with some caveats. Notably, North Dakota is one of 10 states that have seen the percentage of commuters biking to work decrease between 2010 and 2015. North Dakota has also seen an increase in the rate of bicyclist fatalities on a per capita and a per bike commuter basis. In addition, the relatively good per capita federal spending on bicycling on walking actually represents the third lowest amount spent on bicycling and walking as a percentage of federal funding.

Given all of these headwinds, it is encouraging to see that the state Department of Transportation is updating its statewide bicycle plan. Hopefully this is a sign of improvements to come.

Feedback Points

North Dakota is currently in the process of creating and adopting a Statewide Active and Public Transportation Plan. This is the first statewide plan for biking since 1994. This is a once in a decade opportunity to understand the current conditions for bicycling in North Dakota, current NDDOT policies that promote or discourage safe bicycling, and create a basis for coordinated state and local projects.

North Dakota should spend more federal funding on bicyclists and pedestrians. Based on data from the FHWA, North Dakota is in the bottom 5 for federal funding for bicycling and walking projects based on the percentage of available federal funds obligated to those projects. Adopt project prioritization criteria for federal funds that incentivize bicycle projects and accommodations.

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

Add language to the driver's license test that addresses the interaction between motor vehicles and bicycles. If your state has a rotating list of questions, ensure that interacting with bicyclists is a topic that gets at least one question from that rotating list.

Adopt a vulnerable road user law that increases penalties for a motorist that injures or kills a bicyclist or pedestrian.

Comparison States

National (Overall)	Midwestern Region (out of 13)
46. Oklahoma	9. Indiana
47. Kansas	10. Oklahoma
48. North Dakota	11. Kansas
49. Hawaii	12. North Dakota
50. Nebraska	13. Nebraska

Categories	Rank out of 50
Infrastructure & Funding	49
Education & Encouragement	41
Legislation & Enforcement	33
Policies & Programs	47
Evaluation & Planning	46

Bicycle Friendly Actions	✓ = Progress	👉 = New in 2017
Complete Streets Law / Policy		
Safe Passing Law (3ft+)		
Statewide bike plan last 10 years		
2% or more fed funds on bike/ped		
Bicycle Safety Emphasis Area		

Federal Data on Biking		Rank
Ridership	0.4% of commuters biking to work ⁱ	28/50
Safety	7.9 fatalities per 10k bike commuters ⁱⁱ	26/50
Spending	\$2.62 per capita FHWA spending on biking and walking ⁱⁱⁱ	20/50


ⁱ This figure is based upon the Census Bureau's American Community Survey (ACS) 5-year estimate.


ⁱⁱ This figure is based upon fatalities reported over a five-year period according to the National Highway Administration (NHTSA)'s Fatality Analysis Reporting System and the 2015 5-year ACS estimate of the number of bicycle commuters.


ⁱⁱⁱ FHWA spending is based upon projects coded using any of three project types associated with bicycling and walking projects through the Federal Highway Administration (FHWA)'s Fiscal Management Information System. To calculate per capita spending we used a five-year average for fiscal years 2011-2016 and the 2015 5-year ACS state population estimate.





The Category Scores below are aggregated from smaller sub-categories—each of which is sorted in descending order, from the topic with the highest possible points available to least.

 Infrastructure & Funding Ranked 49 th of 50 States	
Design and Existence of Infrastructure Has the state made it easy to build bicycle infrastructure and installed a variety of infrastructure on state facilities?	13/38 pts
State Transportation Funding Does the state report that funding is allocated to bicycling?	0/28 pts
Use of Federal Transportation Funding Does the state take advantage of available federal funding for biking and walking?	5/16 pts
Planned and Recently Built Bicycle & Pedestrian Facilities How many lane miles of bicycle and pedestrian facilities has the state reportedly planned to build and built?	0/10 pts
State Transportation Funding Restrictions Does the state have any policies that limit the ability to fund bicycling and walking infrastructure?	5/8 pts
Total of Possible 100 Points: 23/100 pts	

 Education & Encouragement Ranked 41 st of 50 States	
State DOT Education & Encouragement Support Does the state DOT support bicycling and walking events and education materials?	35/35 pts
Mode Share Do many people bike to work and is that number increasing relative to other modes?	-2/30 pts
Driver Education Requirements Does the state require drivers to answer questions about bicyclist safety as part of the driver's licensing test?	0/20 pts
Advocacy Does the state have a bicycle advocacy group that is a member of the League of American Bicyclists or was identified by the state?	10/15 pts
Total of Possible 100 Points: 43/100 pts	

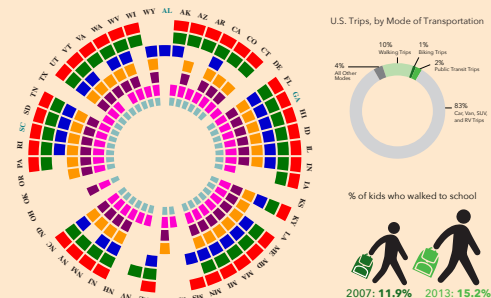
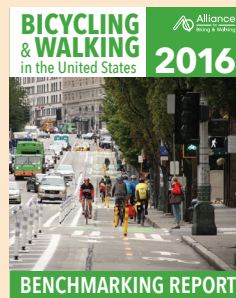
 Legislation & Enforcement Ranked 33 rd of 50 States	
Laws that regulate driver behavior and methods of enforcement Does the state have strong comprehensive distracted driving laws and allow photo enforcement?	22/37 pts
Laws that restrict the behavior of people who bike and walk How does the state unnecessarily restrict the behavior of people who bike and walk? (low points = more restrictions)	24/28 pts
Laws that create protections for people who bike and walk Does the state have laws that provide specific protections for people who bike and walk?	7/25 pts
Laws that influence the built environment Does the state allow speed limits of 20 mph or less?	7/10 pts
Total of Possible 100 Points: 60/100 pts	

 Policies & Programs Ranked 47 th of 50 States	
Complete Streets Does the state have a complete streets policy and processes to support its implementation?	10/56 pts
Design and Access Policies Does the state have policies in place to ensure good design and access for people who bike and walk?	8/25 pts
State of Practice Development Does the state support trainings on bicycle and pedestrian infrastructure and complete streets implementation?	3/13 pts
Sustainable Transportation Policies Does the state work incorporate multi-disciplinary considerations in the development and implementation of transportation projects?	4/6 pts
Total of Possible 100 Points: 25/100 pts	

 Evaluation & Planning Ranked 46 th of 50 States	
State DOT Bicycle & Pedestrian Plans Does the state have a bicycle and/or pedestrian plan and does that plan follow best practices?	20/48 pts
Bicycle and Pedestrian Safety Has the state made bicyclist and pedestrian safety an emphasis and what does data say about safety?	17/34 pts
Understanding People who Bike and Walk Does the state have programs in place to collect data on people who walk and bike?	2/10 pts
Formal User Group Engagement Does the state have an official Bicycle and/or Pedestrian Advisory Committee and does it follow best practices?	0/8 pts
Total of Possible 100 Points: 39/100 pts	

Dig into the data: Robust interactive report + Downloads

The Bicycle Friendly State survey used to create this ranking is also the basis for a biennial report. Explore tons of bicycling, walking, & health data on states and cities at bikingandwalkingbenchmarks.org.





BICYCLE FRIENDLY STATE REPORT CARD

STATE RANKING OVERALL (OUT OF 50)

#48

NORTH DAKOTA

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SMART CYCLING RESOURCES



Bike Safety Education is a key component to keeping roadways safe for all users. Having League Cycling Instructors (LCIs) in your state creates more opportunities for bike safety education to be shared. LCIs are certified by the League through an intense 3-day seminar focused on how to effectively deliver the Smart Cycling curriculum. To host a LCI seminar in your state, contact education@bikeleague.org.

Visit bikeleague.org/ridesmart to access Smart Cycling videos, Smart Cycling Quick Guides (available in English & Spanish), and Smart Cycling manuals.



ABOUT THE LEAGUE & MEMBERSHIP

Support the League by becoming a member today and add your voice to the bicycling movement! **Over 75% of our funding comes from individuals.** Members support our time-tested programs like Bicycle Friendly America, Smart Cycling and Federal Advocacy. As a member, you'll enjoy valuable perks like *Bicycling Magazine*, discounts at dozens of national bike retailers and manufacturers, and exclusive pricing to the National Bike Summit. Together, let's advance bicycling on Capitol Hill and in your community!

WE BELIEVE

Bicycling brings people together. When more people ride bikes:

- » Life is better for everyone;
- » Communities are safer, stronger and better connected;
- » Our nation is healthier, economically stronger, environmentally cleaner and more energy independent.

OUR VISION

is a nation where everyone recognizes and enjoys the many benefits and opportunities of bicycling.

OUR MISSION

is to lead the movement to create a Bicycle Friendly America for everyone. As leaders, our commitment is to listen and learn, define standards and share best practices to engage diverse communities and build a powerful, unified voice for change.

>> ADD YOUR MOMENTUM AT BIKELEAGUE.ORG/JOIN