



BICYCLE FRIENDLY STATE REPORT CARD



0% PERCENT OF STATE IN BFC SILVER+

STATE ADVOCACY GROUP:
SOUTH DAKOTA BICYCLE COALITION

SOUTH DAKOTA

#46

NATIONAL RANK
(OF 50)

#11

REGIONAL RANK
MIDWESTERN
(OF 13)

SEE THE REPORT CARD USE GUIDE

		F	D	C	B	A	
	Infrastructure & Funding					●	Considers the use of federal transportation funding, state transportation funding, and the existence of bicycle infrastructure in the state.
	Education & Encouragement		●				Considers bicycle mode share, advocacy, state goals to increase bicycling, and whether the state sponsors a conference on bicycling.
	Traffic Laws & Practices					●	Considers traffic laws related to bicyclist safety and practices for automated enforcement and preventing racial disparities in traffic law enforcement.
	Policies & Programs	●					Considers Complete Streets policies and programmatic support for implementing bicycling improvements, including staffing and integrating public health.
	Evaluation & Planning					●	Considers state bicycle plans, safety outcomes, guidance on bicycle facilities, data collection on bicycling and walking, and public engagement of bicyclists.

Based on the information we obtained for South Dakota, the League of American Bicyclists believes the following actions will improve the safety, comfort, and accessibility of bicycling in South Dakota.

Adopt a statewide Complete Streets policy or other policy that institutionalizes planning, designing, and building safe places for people to bike and walk as part of the transportation system.

Adopt a statewide Bike Plan or Active Transportation Plan. South Dakota is one of just 8 states that have never adopted a statewide Bike Plan.

Make bicycle safety an emphasis area in your Strategic Highway Safety Plan with identified strategies for engineering improvements.

Spend at least 2% of federal transportation funds on biking and walking improvements.

South Dakota has a lower than average rate of biking to work and a higher than average rate of physical inactivity. The state's rate of physical inactivity is 25.3%, just .3% lower than North Dakota. Investing in safe, accessible, and connected bike routes to everyday destinations can increase bike commuting and physical activity.

Provide specific training to engineers and planners on how to plan, design, and implement bicycle and pedestrian infrastructure, including protected bike lanes, safe rural bicycling routes, and other facilities that have become more widespread in recent years. Significant changes in best practices have occurred recently and training is essential to ensuring that communities in your state have access to the best possible solutions for bicycle and pedestrian safety and mobility issues.

Bicycle Friendly Actions	Progress?
Complete Streets Law / Policy	No
Safe Passing Law (3ft+)	Yes
Statewide bike plan last 10 years	No
2% or more federal funds on bike/ped	No
Bicycle Safety Emphasis Area	No

Federal Data on Biking	Rank
Ridership 0.34% of commuters biking to work	28/50
Safety 2.9 fatalities per 10K bike commuters	4/50
Spending \$4.02 per capita FHWA spending on biking and walking	15/50

SEE THE BICYCLE FRIENDLY STATE DATABASE MAP:
[BIKELEAGUE.ORG/BFA/AWARDS](https://bikeleague.org/BFA/AWARDS)

The Bicycle Friendly State ranking is based on a comprehensive survey—with over 100 data points—completed by state departments of transportation and state bicycling advocates. For more information, visit bikeleague.org/states or contact Ken McLeod at (202) 822-1333 or ken@bikeleague.org.