



BICYCLE FRIENDLY STATE REPORT CARD



0% PERCENT OF STATE IN BFC SILVER+

STATE ADVOCACY GROUP:
WOMEN BIKE RI

RHODE ISLAND

#21 NATIONAL RANK (OF 50)

#8 REGIONAL RANK (OF 11) EASTERN

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 Rhode Island, the League of American Bicyclists believes the following actions will improve the safety, comfort, and accessibility of bicycling in Rhode Island.

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. Spend more and/or improve reporting practices to make sure your investments are counted.

The Statewide Candidate Bicycle Network from the 2020 Bicycle Mobility Plan looks like a solid blueprint for future development and investments. The vast majority of the routes on the candidate network are conceptual and not funded, pointing to a need to increase planning, funding, and capacity to deliver on projects.

In 2021, the Rhode Island DOT sent a letter to the city of Providence demanding that work stop on a bike lane on South Water Street. Although the bike lane was not stopped, this is an example of tensions between the DOT and localities attempting to improve bicycling. The Rhode Island DOT should be a partner to bicycling improvements, not a barrier.

Very few of the bike routes on the Statewide Candidate Bicycle Network involve repurposing a travel lane, an element RIDOT opposed in the construction of the South Water Street bike lane. This may reveal the potential for future conflicts with localities and difficulty using a Complete Streets approach when roads are resurfaced or rehabilitated. While we hope this is not the case, this early and prominent conflict obscures the successful adoption of the statewide Bicycle Mobility Plan, one of our 5 Bicycle Friendly Actions that each state should take.

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

Federal Data on Biking	Rank
Ridership 0.25% of commuters biking to work	39/50
Safety 6.7 fatalities per 10K bike commuters	19/50
Spending \$2.78 per capita FHWA spending on biking and walking	27/50

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.