



# New Mexico

# RANKING # 41

## REGIONAL RANKING » WEST #11

GOVERNOR: Susana Martinez

DOT COMMISSIONER: Tom Church

BICYCLE/PEDESTRIAN COORDINATOR: Rosa Kozub

STATE ADVOCACY GROUP: Bicycle Coalition of NM

## CATEGORY SCORES

SCORING: 5 = HIGH 1 = LOW

**2** LEGISLATION AND ENFORCEMENT

**1** POLICIES AND PROGRAMS

**1** INFRASTRUCTURE AND FUNDING

**3** EDUCATION AND ENCOURAGEMENT

**1** EVALUATION AND PLANNING

## TOP 10 SIGNS OF SUCCESS

= NEW IN 2014

PEOPLE COMMUTING BY BIKE (MORE THAN 1%)

SAFE PASSING/VULNERABLE ROAD USER LAW

COMPLETE STREETS POLICY

COMMITTED STATE FUNDING

ACTIVE STATE ADVOCACY GROUP

STATE BICYCLE PLAN (ADOPTED 2004 OR LATER)

SHARE THE ROAD CAMPAIGN

BICYCLE EDUCATION FOR POLICE

BICYCLE SAFETY EMPHASIS IN STRATEGIC HIGHWAY SAFETY PLAN

TOP 10 STATE FOR CONGESTION MITIGATION AND AIR QUALITY SPENDING

## OVERALL POINTS

**25.2** of 100 2013: 15.5 of 100

## FEEDBACK

- Adopt a vulnerable road user law. Specify a safe passing distance of slow moving traffic and specifically protect pedestrians as the most vulnerable road user.
- Update state traffic laws regarding bicyclists riding “as far right as practicable” to include the four exemptions listed in the Uniform Vehicle Code.
- Develop a Police Officer Standards and Training (POST) curriculum for bicycling enforcement both for new officers and continuing education.
- Adopt a statewide Complete Streets policy.
- Update the state rumble strip policy to ensure compliance with the November 2011 Federal Highway Administration guidance. Require that rumble strips are not installed unless a traffic safety study proves they are necessary.
- Dedicate state funding for bicycle projects and programs, especially those focused on safety and eliminating gaps and increasing access for bicycle networks.
- Adopt a statewide bicycle plan that addresses each of the five “Es”, has clear implementation actions, and performance measures to gauge success.
- Conduct a bicycle economic benefit study to showcase the positive impacts of bicycling for tourism, health costs, economic development, job creation, and transportation return on investment.
- Create a connected New Mexico state wide bike route system.
- Adopt a Safe Routes to School curriculum at the state level.

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 snap shot 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](http://www.bikeleague.org/states) or contact Nicole Wynands at (202)-822-1333 or [nicole@bikeleague.org](mailto:nicole@bikeleague.org).



# Oklahoma

# RANKING # 42

## REGIONAL RANKING » MIDWEST #11

GOVERNOR: Mary Fallin

DOT DIRECTOR: Michael Patterson

BICYCLE/PEDESTRIAN COORDINATOR: Lary Willis

STATE ADVOCACY GROUP: Oklahoma Bicycle Coalition

## CATEGORY SCORES

SCORING: 5 = HIGH 1 = LOW

**3** LEGISLATION AND ENFORCEMENT

**2** POLICIES AND PROGRAMS

**1** INFRASTRUCTURE AND FUNDING

**3** EDUCATION AND ENCOURAGEMENT

**1** EVALUATION AND PLANNING

## TOP 10 SIGNS OF SUCCESS

 = NEW IN 2014

PEOPLE COMMUTING BY BIKE (MORE THAN 1%)



SAFE PASSING/VULNERABLE ROAD USER LAW

COMPLETE STREETS POLICY

COMMITTED STATE FUNDING



ACTIVE STATE ADVOCACY GROUP

STATE BICYCLE PLAN (ADOPTED 2004 OR LATER)



SHARE THE ROAD CAMPAIGN

BICYCLE EDUCATION FOR POLICE

BICYCLE SAFETY EMPHASIS IN STRATEGIC HIGHWAY SAFETY PLAN

TOP 10 STATE FOR CONGESTION MITIGATION AND AIR QUALITY SPENDING

## OVERALL POINTS

# 25.1

 of 100

2013: 24.4 of 100

## FEEDBACK

- Adopt a statewide, all-ages cell phone and texting ban to combat distracted driving and increase safety for everyone.
- Develop a Police Officer Standards and Training (POST) curriculum for bicycling enforcement both for new officers and continuing education.
- Adopt a statewide Complete Streets policy.
- 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.
- Ensure that no funds from the Transportation Alternatives program are transferred for purposes other than bicycling and walking projects.
- Dedicate state funding for bicycle projects and programs, especially those focused on safety and eliminating gaps and increasing access for bicycle networks.
- Adopt a statewide bicycle plan that addresses each of the five “Es”, has clear implementation actions, and performance measures to gauge success.
- Establish a statewide bicycle advisory committee to provide accountability for bicycle projects and programs.
- 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.
- Conduct a bicycle economic benefit study to showcase the positive impacts of bicycling for tourism, health costs and economic development.

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# Alaska

# RANKING # 43

## REGIONAL RANKING » WEST #12

GOVERNOR: Sean Parnell

DOT COMMISSIONER: Patrick Kemp

BICYCLE/PEDESTRIAN COORDINATOR: Bob Laurie

STATE ADVOCACY GROUP: Alaska Trails

## CATEGORY SCORES

SCORING: 5 = HIGH 1 = LOW

2 LEGISLATION AND ENFORCEMENT

3 POLICIES AND PROGRAMS

1 INFRASTRUCTURE AND FUNDING

2 EDUCATION AND ENCOURAGEMENT

1 EVALUATION AND PLANNING

## TOP 10 SIGNS OF SUCCESS

= NEW IN 2014



PEOPLE COMMUTING BY BIKE (MORE THAN 1%)

SAFE PASSING/VULNERABLE ROAD USER LAW

COMPLETE STREETS POLICY

COMMITTED STATE FUNDING



ACTIVE STATE ADVOCACY GROUP

STATE BICYCLE PLAN (ADOPTED 2004 OR LATER)



SHARE THE ROAD CAMPAIGN

BICYCLE EDUCATION FOR POLICE



BICYCLE SAFETY EMPHASIS IN STRATEGIC HIGHWAY SAFETY PLAN

TOP 10 STATE FOR CONGESTION MITIGATION AND AIR QUALITY SPENDING

## OVERALL POINTS

**24.5** of 100 2013: 20.4 of 100

## FEEDBACK

- Adopt a safe passing law with a minimum distance of 3 feet to address bicyclist safety.
- Adopt a vulnerable road user law that increases penalties for a motorist that injures or kills a bicyclist or pedestrian.
- Adopt a statewide Complete Streets policy.
- Provide specific training to engineers and planners on how to implement the Complete Streets/ Accommodation Policy in everyday decisions.
- The state could spend more federal funding on bicyclists and pedestrians. Adopt project prioritization criteria for federal funds that incentivize bicycle projects and accommodations.
- Dedicate state funding for bicycle projects and programs, especially those focused on safety and eliminating gaps and increasing access for bicycle networks.
- Conduct a share the road campaign creatively addressing the issues specific to your state.
- Create a state bicycle riders manual to ensure cyclists have a pocket guide for rules of the road, relevant laws, state bike routes, and other necessary information.
- Establish a statewide bicycle advisory committee to provide accountability for bicycle projects and programs. The BAC should include diverse representation, formal inclusion in decision making, a workplan, and regularly held meetings (at least quarterly).
- Conduct a bicycle economic benefit study to showcase the positive impacts of bicycling for tourism, health costs, economic development, job creation, and transportation return on investment.

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# West Virginia

# RANKING # 44

## REGIONAL RANKING » SOUTH #10

GOVERNOR: Earl Ray Tomblin

DOT COMMISSIONER: Paul Mattox

BICYCLE/PEDESTRIAN COORDINATOR: Perry Keller

STATE ADVOCACY GROUP: West Virginia Connecting Communities

## CATEGORY SCORES

SCORING: 5 = HIGH 1 = LOW

**1** LEGISLATION AND ENFORCEMENT

**3** POLICIES AND PROGRAMS

**1** INFRASTRUCTURE AND FUNDING

**2** EDUCATION AND ENCOURAGEMENT

**1** EVALUATION AND PLANNING

## TOP 10 SIGNS OF SUCCESS

= NEW IN 2014

PEOPLE COMMUTING BY BIKE (MORE THAN 1%)

SAFE PASSING/VULNERABLE ROAD USER LAW



COMPLETE STREETS POLICY

COMMITTED STATE FUNDING



ACTIVE STATE ADVOCACY GROUP

STATE BICYCLE PLAN (ADOPTED 2004 OR LATER)

SHARE THE ROAD CAMPAIGN

BICYCLE EDUCATION FOR POLICE



BICYCLE SAFETY EMPHASIS IN STRATEGIC HIGHWAY SAFETY PLAN

TOP 10 STATE FOR CONGESTION MITIGATION AND AIR QUALITY SPENDING

## OVERALL POINTS

# 24.0

 of 100

2013: 20.4 of 100

## FEEDBACK

- Adopt performance measures, such as mode shift or a low percentage of exempted projects, to better track and support Complete Streets/Bike Accommodation Policy compliance.
- Adopt a state bicycle design manual that includes design drawings, guidance on when to use established and innovative design treatments, and public engagement.
- The state could spend more federal funding on bicyclists and pedestrians. Adopt project prioritization criteria for federal funds that incentivize bicycle projects and accommodations.
- Dedicate state funding for bicycle projects and programs, especially those focused on safety and eliminating gaps and increasing access for bicycle networks.
- Add language to the driver's license manual and classes that addresses the interaction between motor vehicles and bicycles.
- Conduct a share the road campaign creatively addressing the issues specific to your state.
- Hold a state bicycle summit with opportunities for professional development, contact with elected officials, and networking.
- Adopt performance measures to decrease bicycle fatalities.
- 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.
- Complete the Huntington-Charleston and Route 4 (Harper's Ferry) connections.

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# Nebraska

# RANKING # 45

## REGIONAL RANKING » MIDWEST #12

GOVERNOR: Dave Heineman

DOT COMMISSIONER: Monty Frederickson

BICYCLE/PEDESTRIAN COORDINATOR: David Schoenmaker

STATE ADVOCACY GROUP: Nebraska Bicycling Alliance

## CATEGORY SCORES

SCORING: 5 = HIGH 1 = LOW

**2** LEGISLATION AND ENFORCEMENT

**2** POLICIES AND PROGRAMS

**1** INFRASTRUCTURE AND FUNDING

**2** EDUCATION AND ENCOURAGEMENT

**1** EVALUATION AND PLANNING

## TOP 10 SIGNS OF SUCCESS

= NEW IN 2014

PEOPLE COMMUTING BY BIKE (MORE THAN 1%)



SAFE PASSING/VULNERABLE ROAD USER LAW

COMPLETE STREETS POLICY

COMMITTED STATE FUNDING



ACTIVE STATE ADVOCACY GROUP

STATE BICYCLE PLAN (ADOPTED 2004 OR LATER)

SHARE THE ROAD CAMPAIGN



BICYCLE EDUCATION FOR POLICE

BICYCLE SAFETY EMPHASIS IN STRATEGIC HIGHWAY SAFETY PLAN

TOP 10 STATE FOR CONGESTION MITIGATION AND AIR QUALITY SPENDING

## OVERALL POINTS

**22.2** of 100 2013: 22.9 of 100

## FEEDBACK

- Adopt a statewide Complete Streets policy.
- Adopt a state bicycle design manual that includes design drawings, guidance on when to use established and innovative design treatments, and public engagement.
- Adopt a statewide policy that requires bicycle accommodations on all bridge and tunnel projects.
- The state could spend more federal funding on bicyclists and pedestrians. Adopt project prioritization criteria for federal funds that incentivize bicycle projects and accommodations.
- Dedicate state funding for bicycle projects and programs, especially those focused on safety and eliminating gaps and increasing access for bicycle networks.
- Conduct a share the road campaign creatively addressing the issues specific to your state.
- Hold a state bicycle summit with opportunities for professional development, contact with elected officials, and networking.
- Adopt a statewide bicycle plan that addresses each of the five “Es”, has clear implementation actions, and performance measures to gauge success.
- Add bicycle safety as an emphasis area in the state Strategic Highway Safety Plan and aggressively fund bike safety projects.
- 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.

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# Kansas

# RANKING # 46

## REGIONAL RANKING » MIDWEST #13

GOVERNOR: Sam Brownback

DOT COMMISSIONER: Jerry Younger

BICYCLE/PEDESTRIAN COORDINATOR: Becky Pepper

STATE ADVOCACY GROUP: KanBikeWalk

## CATEGORY SCORES

SCORING: 5 = HIGH 1 = LOW

**2** LEGISLATION AND ENFORCEMENT

**2** POLICIES AND PROGRAMS

**1** INFRASTRUCTURE AND FUNDING

**2** EDUCATION AND ENCOURAGEMENT

**1** EVALUATION AND PLANNING

## TOP 10 SIGNS OF SUCCESS

= NEW IN 2014

PEOPLE COMMUTING BY BIKE (MORE THAN 1%)



SAFE PASSING/VULNERABLE ROAD USER LAW



COMPLETE STREETS POLICY

COMMITTED STATE FUNDING



ACTIVE STATE ADVOCACY GROUP

STATE BICYCLE PLAN (ADOPTED 2004 OR LATER)



SHARE THE ROAD CAMPAIGN

BICYCLE EDUCATION FOR POLICE

BICYCLE SAFETY EMPHASIS IN STRATEGIC HIGHWAY SAFETY PLAN

TOP 10 STATE FOR CONGESTION MITIGATION AND AIR QUALITY SPENDING

## OVERALL POINTS

**22.2** of 100 2013: 23.0 of 100

## FEEDBACK

- Adopt a vulnerable road user law that increases penalties for a motorist that injures or kills a bicyclist or pedestrian.
- Adopt performance measures, such as mode shift or a low percentage of exempted projects, to better track and support Complete Streets/ Bike Accommodation Policy compliance.
- Adopt a statewide policy that requires bicycle accommodations on all bridge and tunnel projects.
- Ensure that no funds from the Transportation Alternatives program are transferred for purposes other than bicycling and walking projects.
- The state could spend more federal funding on bicyclists and pedestrians. Adopt project prioritization criteria for federal funds that incentivize bicycle projects and accommodations.
- Dedicate state funding for bicycle projects and programs, especially those focused on safety and eliminating gaps and increasing access for bicycle networks.
- Add language to the driver's license test that addresses the interaction between motor vehicles and bicycles.
- Add bicycle safety as an emphasis area in the state Strategic Highway Safety Plan and aggressively fund bike safety projects.
- Adopt performance measures to decrease bicycle fatalities.
- 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.



# South Carolina

# RANKING # 47

## REGIONAL RANKING » SOUTH #11

GOVERNOR: Nikki Haley

ACTING TRANSPORTATION SECRETARY: Christy A. Hall

BICYCLE/PEDESTRIAN COORDINATOR: Thomas Dodds

STATE ADVOCACY GROUP: Palmetto Cycling Coalition

## CATEGORY SCORES

SCORING: 5 = HIGH 1 = LOW

**2** LEGISLATION AND ENFORCEMENT

**3** POLICIES AND PROGRAMS

**1** INFRASTRUCTURE AND FUNDING

**3** EDUCATION AND ENCOURAGEMENT

**1** EVALUATION AND PLANNING

## TOP 10 SIGNS OF SUCCESS

= NEW IN 2014

PEOPLE COMMUTING BY BIKE (MORE THAN 1%)



SAFE PASSING/VULNERABLE ROAD USER LAW

COMPLETE STREETS POLICY

COMMITTED STATE FUNDING



ACTIVE STATE ADVOCACY GROUP

STATE BICYCLE PLAN (ADOPTED 2004 OR LATER)



SHARE THE ROAD CAMPAIGN



BICYCLE EDUCATION FOR POLICE



BICYCLE SAFETY EMPHASIS IN STRATEGIC HIGHWAY SAFETY PLAN

TOP 10 STATE FOR CONGESTION MITIGATION AND AIR QUALITY SPENDING

## OVERALL POINTS

# 22.0

 of 100

2013: 27.7 of 100

## FEEDBACK

- Repeal the state's mandatory bike lane law. These types of laws ignore the quality and safety of available bike lanes.
- Adopt a statewide, all-ages cell phone and texting ban to combat distracted driving and increase safety for everyone.
- Adopt a statewide Complete Streets policy.
- Ensure that no funds from the Transportation Alternatives program are transferred for purposes other than bicycling and walking projects.
- The state could spend more federal funding on bicyclists and pedestrians. Adopt project prioritization criteria for federal funds that incentivize bicycle projects and accommodations.
- Dedicate state funding for bicycle projects and programs, especially those focused on safety and eliminating gaps and increasing access for bicycle networks.
- Hold a state bicycle summit with opportunities for professional development, contact with elected officials, and networking.
- Adopt a statewide bicycle plan that addresses each of the five "Es", has clear implementation actions, and performance measures to gauge success.
- Adopt performance measures to decrease bicycle fatalities.
- 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.

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# Kentucky

# RANKING # 48

## REGIONAL RANKING » SOUTH #12

GOVERNOR: Steve Beshear

DOT COMMISSIONER: Mike Hancock

BICYCLE/PEDESTRIAN COORDINATOR: Troy Hearn

STATE ADVOCACY GROUP: N/A

## CATEGORY SCORES

SCORING: 5 = HIGH 1 = LOW

1 LEGISLATION AND ENFORCEMENT

2 POLICIES AND PROGRAMS

1 INFRASTRUCTURE AND FUNDING

2 EDUCATION AND ENCOURAGEMENT

1 EVALUATION AND PLANNING

## TOP 10 SIGNS OF SUCCESS

= NEW IN 2014

PEOPLE COMMUTING BY BIKE (MORE THAN 1%)

SAFE PASSING/VULNERABLE ROAD USER LAW

COMPLETE STREETS POLICY



COMMITTED STATE FUNDING

ACTIVE STATE ADVOCACY GROUP

STATE BICYCLE PLAN (ADOPTED 2004 OR LATER)



SHARE THE ROAD CAMPAIGN

BICYCLE EDUCATION FOR POLICE



BICYCLE SAFETY EMPHASIS IN STRATEGIC HIGHWAY SAFETY PLAN

TOP 10 STATE FOR CONGESTION MITIGATION AND AIR QUALITY SPENDING

## OVERALL POINTS

# 19.1

 of 100

2013: 16.6 of 100

## FEEDBACK

- Adopt a safe passing law with a minimum distance of 3 feet to address bicyclist safety.
- Update state traffic laws regarding bicyclists riding “as far right as practicable” to include the four exemptions listed in the Uniform Vehicle Code.
- Develop a Police Officer Standards and Training (POST) curriculum for bicycling enforcement both for new officers and continuing education – focus on laws related to bicyclists, interactions between motorists and bicyclists, and bicycle collision investigation.
- Adopt a statewide Complete Streets policy.
- The state could be spending a higher amount of federal funding on bicyclists and pedestrians. Adopt project prioritization criteria for federal funds that incentivize bicycle projects and accommodations.
- Dedicate state funding for bicycle projects and programs, especially those focused on safety and eliminating gaps and increasing access for bicycle networks.
- Create a state bicycle riders manual to ensure cyclists have a pocket guide for rules of the road, relevant laws, state bike routes, and other necessary information.
- Create a state website with resources on bicycle commuting, touring, state bike routes, planning documents, and other relevant information.
- Adopt a statewide bicycle plan that addresses each of the five “Es”, has clear implementation actions, and performance measures to gauge success.
- 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.

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# Montana

# RANKING # 49

REGIONAL RANKING » WEST #13

GOVERNOR: Steve Bullock

DOT COMMISSIONER: Mike Tooley

BICYCLE/PEDESTRIAN COORDINATOR: Angie Zanin

STATE ADVOCACY GROUP: Bike Walk Montana

## CATEGORY SCORES

SCORING: 5 = HIGH 1 = LOW

2 LEGISLATION AND ENFORCEMENT

1 POLICIES AND PROGRAMS

1 INFRASTRUCTURE AND FUNDING

2 EDUCATION AND ENCOURAGEMENT

1 EVALUATION AND PLANNING

## TOP 10 SIGNS OF SUCCESS

= NEW IN 2014



PEOPLE COMMUTING BY BIKE (MORE THAN 1%)

SAFE PASSING/VULNERABLE ROAD USER LAW

COMPLETE STREETS POLICY

COMMITTED STATE FUNDING



ACTIVE STATE ADVOCACY GROUP

STATE BICYCLE PLAN (ADOPTED 2004 OR LATER)



SHARE THE ROAD CAMPAIGN



BICYCLE EDUCATION FOR POLICE

BICYCLE SAFETY EMPHASIS IN STRATEGIC HIGHWAY SAFETY PLAN

TOP 10 STATE FOR CONGESTION MITIGATION AND AIR QUALITY SPENDING

## OVERALL POINTS

# 17.9 of 100

2013: 23.2 of 100

## FEEDBACK

- Adopt a safe passing law with a minimum distance of 3 feet to address bicyclist safety.
- Include the NACTO Urban bikeway design guide as a reference in your state bicycle design manual.
- Adopt a statewide Complete Streets policy.
- Update the state rumble strip policy to ensure compliance with the November 2011 Federal Highway Administration guidance. Require that rumble strips are not installed unless a traffic safety study proves they are necessary.
- Dedicate state funding for bicycle projects and programs, especially those focused on safety and eliminating gaps and increasing access for bicycle networks.
- Create a system of state bike routes that are safe, connect to destinations, and are suitable for all types of bicyclists. Partner with advocacy groups on identifying Scenic Bikeways in Montana to increase bicycle tourism.
- Adopt a statewide bicycle plan that addresses each of the five “Es”, has clear implementation actions, and performance measures to gauge success.
- Add bicycle safety as an emphasis area in the state Strategic Highway Safety Plan and aggressively fund bike safety projects.
- Establish a statewide bicycle advisory committee to provide accountability for bicycle projects and programs. The BAC should include diverse representation, formal inclusion in decision making, a workplan, and regularly held meetings (at least quarterly).
- Adopt performance measures to

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# Alabama

# RANKING # 50

## REGIONAL RANKING » SOUTH #13

GOVERNOR: Robert Bentley

DOT COMMISSIONER: John Cooper

BICYCLE/PEDESTRIAN COORDINATOR: Mary Lou Crenshaw

STATE ADVOCACY GROUP: Alabama Bicycle Coalition

## CATEGORY SCORES

SCORING: 5 = HIGH 1 = LOW

1 LEGISLATION AND ENFORCEMENT

2 POLICIES AND PROGRAMS

1 INFRASTRUCTURE AND FUNDING

2 EDUCATION AND ENCOURAGEMENT 

1 EVALUATION AND PLANNING

## TOP 10 SIGNS OF SUCCESS

 = NEW IN 2014

PEOPLE COMMUTING BY BIKE (MORE THAN 1%)

SAFE PASSING/VULNERABLE ROAD USER LAW

COMPLETE STREETS POLICY

COMMITTED STATE FUNDING



ACTIVE STATE ADVOCACY GROUP



STATE BICYCLE PLAN (ADOPTED 2004 OR LATER)

SHARE THE ROAD CAMPAIGN



BICYCLE EDUCATION FOR POLICE



BICYCLE SAFETY EMPHASIS IN STRATEGIC HIGHWAY SAFETY PLAN



TOP 10 STATE FOR CONGESTION MITIGATION AND AIR QUALITY SPENDING

## OVERALL POINTS

# 17.4 of 100

2013: 12.3 of 100

## FEEDBACK

- Adopt a safe passing law with a minimum distance of 3 feet to address bicyclist safety.
- Collect data regarding enforcement actions against motorists based on incidents with bicycles, such as traffic tickets issued, prosecutions, or convictions.
- Provide specific training to engineers and planners on how to implement the Complete Streets/Accommodation Policy in everyday decisions.
- Adopt a policy requiring state office buildings, state park and recreation facilities, and other state facilities to provide bicycle parking.
- Adopt a state bicycle design manual that includes design drawings, guidance on when to use established and innovative design treatments, and public engagement.
- The state could spend more federal funding on bicyclists and pedestrians. Adopt project prioritization criteria for federal funds that incentivize bicycle projects and accommodations.
- Dedicate state funding for bicycle projects and programs, especially those focused on safety and eliminating gaps and increasing access for bicycle networks.
- Add language to the driver's license tests that addresses the interaction between motor vehicles and bicycles.
- Create a state website with resources on bicycle commuting, touring, state bike routes, planning documents, and other relevant information.
- Conduct a share the road campaign creatively addressing the issues specific to your state.

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