



New Hampshire

RANKING # 27

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

SCORING: 5 = HIGH 1 = LOW

2 LEGISLATION AND ENFORCEMENT

3 POLICIES AND PROGRAMS

2 INFRASTRUCTURE AND FUNDING

3 EDUCATION AND ENCOURAGEMENT

2 EVALUATION AND PLANNING

TOP 10 SIGNS OF SUCCESS

= NEW IN 2015

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

OVERALL POINTS

36 of 100

2014: 38 of 100

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.

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 or contact Ken McLeod at (202)-822-1333 or ken@bikeleague.org.