



North Dakota

RANKING # 39

REGIONAL RANKING » MIDWEST #10

GOVERNOR: Jack Dalrymple

DOT COMMISSIONER: Grant Levi

BICYCLE/PEDESTRIAN COORDINATOR: Pam Wenger

STATE ADVOCACY GROUP:

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 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

30 of 100

2014: 28 of 100

FEEDBACK

- North Dakota could 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 safe passing law with a minimum distance of 3 feet to address bicyclist safety.
- Ensure that no funds from the Transportation Alternatives program are transferred for purposes other than bicycling and walking projects.
- Adopt a statewide bicycle plan that addresses each of the five “Es”, has clear implementation actions, and performance measures to gauge success. The state’s last bicycle plan was adopted more than a decade ago.
- 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 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>.
- Implement changes to driver training, public outreach, and other programs that impact driving culture in order to make roads safer for all users.
- Dedicate state funding for bicycle projects and programs, especially those focused on safety and eliminating gaps and increasing access for bicycle networks.

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.