



# Rhode Island

# RANKING # 26

## REGIONAL RANKING » EAST #9

GOVERNOR: Gina Raimondo

DOT COMMISSIONER: Peter Alviti

BICYCLE/PEDESTRIAN COORDINATOR: Steven Church

STATE ADVOCACY GROUP: Rhode Island Bicycle Coalition

## 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

- Continue to develop and implement RIDOT's Traffic Engineering Section's new approach to identifying and addressing safety and congestion problem locations called Rhode Island's Strategically Targeted Affordable Roadway Solutions (RI\*STARS). Bicycling infrastructure and Complete Streets approaches often provide low-cost solutions to safety and congestion problems and should be routinely incorporated in the RI\*STARS program.
- Adopt a statewide bicycle plan that addresses each of the five "Es", has clear implementation actions, and performance measures to gauge success.
- Continue recent efforts in coordination with the RI Division of Motor Vehicles to add questions to the state driver's manual specific to bicycle and pedestrian travel modes. As new questions are added ensure that resources and training is provided so that drivers are properly trained and tested on interactions with bicyclists and pedestrians.
- Dedicate state funding for bicycle projects and programs, especially those focused on safety and eliminating gaps and increasing access for bicycle networks.
- 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>.
- Hold a state bicycle summit with opportunities for professional development, contact with elected officials, and networking.
- Adopt and publicly report on performance measures, such as mode shift or a low percentage of exempted projects, to better track and support Complete Streets Policy compliance.

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 Ken McLeod at (202)-822-1333 or [ken@bikeleague.org](mailto:ken@bikeleague.org).