



# Tennessee

# RANKING # 20

## REGIONAL RANKING » SOUTH #2

GOVERNOR: Bill Haslam

DOT COMMISSIONER: John Schroer

BICYCLE/PEDESTRIAN COORDINATOR: Jessica Wilson

STATE ADVOCACY GROUP: Bike Walk Tennessee

## CATEGORY SCORES

SCORING: 5 = HIGH 1 = LOW

**3** LEGISLATION AND ENFORCEMENT

**3** POLICIES AND PROGRAMS

**3** 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

# 42 of 100

2014: 39 of 100

## FEEDBACK

- Build on the success of TDOT's new community transportation planning grants which provide grants up to \$250,000 for communities outside MPOs to develop transportation plans such as a road diet analyses, bicycle and pedestrian plans, complete streets plans, and corridor studies by offering technical assistance that allows those same areas to develop projects and apply for federal and state funding programs such as TAP, RTP, and Multimodal Access.
- Increased funding for the Multimodal Access Fund, TDOT's new, state-funded competitive program for bicycle, pedestrian, and transit projects.
- Adopt a law prohibiting a motorist from opening an automobile's door unless the motorist is able to do so safely. Tennessee is one of only 10 states to not have this type of law.
- Update TDOT's 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. An update should ensure that TDOT is following their Complete Streets policy and formally documenting any exceptions.
- Improved enforcement of Tennessee's Due Care Law, through both law enforcement and the judicial system.
- Adopt a state bicycle design manual that includes design drawings, guidance on when to use established and innovative design treatments, and public engagement.
- Provide technical assistance for local jurisdictions on identifying locations eligible for bicycle and pedestrian improvement under the HSIP program, using TDOT's recently developed bicycle and pedestrian safety model.

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).