



KENTUCKY

TOTAL COUNTS
BICYCLE FRIENDLY COMMUNITIES 2
BICYCLE FRIENDLY BUSINESSES 7
BICYCLE FRIENDLY UNIVERSITIES 5

SEE THE DATABASE MAP: BIKELEAGUE.ORG/BFA/AWARDS

STATE ADVOCACY GROUP: NONE

Summary

Kentucky, according to federal data, spends quite a bit more than most states on bicycling and walking. Unfortunately, it is not easily apparent what Kentucky has to show for this high spending. It is possible that it barely makes a dent against several generations of car-first planning and building or that it goes toward facilities that do not provide access to jobs to encourage bike commuting. It is also possible that given the vaguaries of federal data that this spending goes primarily to pedestrian projects rather than bicycle-related projects. Perhaps the spending is swimming upstream in a state that has yet to pass any significant legal protections for bicyclists. Whatever the case, Kentucky's strong record of using federal funds for biking and walking has yet to significantly affect conditions for bicyclists. Addressing this incongruity, and understanding why it is the case, would be a great outcome of a new bike plan.

Feedback Points

Kentucky ranks low on community health metrics would benefit from increased planning and staff time devoted to creating safe and convenient bicycle networks that are useful for transportation and recreation. Build upon current collaboration with the state health department to make bicycling an option for more people.

Recent events show that interactions between bicyclists, drivers, and law enforcement can be contentious. Public outreach and law enforcement training should be pursued so that drivers and law enforcement understand safe bicycling practices.

Adopt a safe passing law with a minimum distance of 3 feet to address bicyclist safety.

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. At a minimum, a complete streets policy should prompt considerations for the appropriate accommodations of non-motorized transportation modes during the design and planning stages of all projects. A strong policy will require reasons for excluding non-motorized accommodations.

Repeal the state's mandatory bike lane law. These types of laws ignore the quality and safety of available bike lanes. The best way to get people to use bike lanes is to make them safe, convenient, and connected so that they are appealing and accessible to people who bike.

» Feedback Continued on Page 3

Comparison States

National (Overall)	Southern Region (out of 13)
41. South Carolina	9. West Virginia
42. Wyoming	10. Alabama
43. Kentucky	11. Mississippi
44. New Mexico	12. South Carolina
45. Montana	13. Kentucky

Categories	Rank out of 50
Infrastructure & Funding	28
Education & Encouragement	31
Legislation & Enforcement	47
Policies & Programs	25
Evaluation & Planning	34

Bicycle Friendly Actions	✓ = Progress ✓ = New in 2017
Complete Streets Law / Policy	
Safe Passing Law (3ft+)	
Statewide bike plan last 10 years	
2% or more fed funds on bike/ped	✓
Bicycle Safety Emphasis Area	✓

Federal Data on Biking		Rank
Ridership	0.2% of commuters biking to work ⁱ	40/50
Safety	10.2 fatalities per 10k bike commuters ⁱⁱ	32/50
Spending	\$4.59 per capita FHWA spending on biking and walking ⁱⁱⁱ	6/50


ⁱ This figure is based upon the Census Bureau's American Community Survey (ACS) 5-year estimate.


ⁱⁱ This figure is based upon fatalities reported over a five-year period according to the National Highway Administration (NHTSA)'s Fatality Analysis Reporting System and the 2015 5-year ACS estimate of the number of bicycle commuters.


ⁱⁱⁱ FHWA spending is based upon projects coded using any of three project types associated with bicycling and walking projects through the Federal Highway Administration (FHWA)'s Fiscal Management Information System. To calculate per capita spending we used a five-year average for fiscal years 2011-2016 and the 2015 5-year ACS state population estimate.





The Category Scores below are aggregated from smaller sub-categories—each of which is sorted in descending order, from the topic with the highest possible points available to least.

 Infrastructure & Funding Ranked 28 th of 50 States	
Design and Existence of Infrastructure Has the state made it easy to build bicycle infrastructure and installed a variety of infrastructure on state facilities?	15/38 pts
State Transportation Funding Does the state report that funding is allocated to bicycling?	18/28 pts
Use of Federal Transportation Funding Does the state take advantage of available federal funding for biking and walking?	9/16 pts
Planned and Recently Built Bicycle & Pedestrian Facilities How many lane miles of bicycle and pedestrian facilities has the state reportedly planned to build and built?	7/10 pts
State Transportation Funding Restrictions Does the state have any policies that limit the ability to fund bicycling and walking infrastructure?	4/8 pts
Total of Possible 100 Points: 53/100 pts	

 Policies & Programs Ranked 25 th of 50 States	
Complete Streets Does the state have a complete streets policy and processes to support its implementation?	30/56 pts
Design and Access Policies Does the state have policies in place to ensure good design and access for people who bike and walk?	11/25 pts
State of Practice Development Does the state support trainings on bicycle and pedestrian infrastructure and complete streets implementation?	9/13 pts
Sustainable Transportation Policies Does the state work incorporate multi-disciplinary considerations in the development and implementation of transportation projects?	4/6 pts
Total of Possible 100 Points: 54/100 pts	

 Education & Encouragement Ranked 31 st of 50 States	
State DOT Education & Encouragement Support Does the state DOT support bicycling and walking events and education materials?	35/35 pts
Mode Share Do many people bike to work and is that number increasing relative to other modes?	2/30 pts
Driver Education Requirements Does the state require drivers to answer questions about bicyclist safety as part of the driver's licensing test?	10/20 pts
Advocacy Does the state have a bicycle advocacy group that is a member of the League of American Bicyclists or was identified by the state?	5/15 pts
Total of Possible 100 Points: 52/100 pts	

 Evaluation & Planning Ranked 34 th of 50 States	
State DOT Bicycle & Pedestrian Plans Does the state have a bicycle and/or pedestrian plan and does that plan follow best practices?	17/48 pts
Bicycle and Pedestrian Safety Has the state made bicyclist and pedestrian safety an emphasis and what does data say about safety?	28/34 pts
Understanding People who Bike and Walk Does the state have programs in place to collect data on people who walk and bike?	1/10 pts
Formal User Group Engagement Does the state have an official Bicycle and/or Pedestrian Advisory Committee and does it follow best practices?	8/8 pts
Total of Possible 100 Points: 54/100 pts	

 Legislation & Enforcement Ranked 47 th of 50 States	
Laws that regulate driver behavior and methods of enforcement Does the state have strong comprehensive distracted driving laws and allow photo enforcement?	22/37 pts
Laws that restrict the behavior of people who bike and walk How does the state unnecessarily restrict the behavior of people who bike and walk? (low points = more restrictions)	19/28 pts
Laws that create protections for people who bike and walk Does the state have laws that provide specific protections for people who bike and walk?	0/25 pts
Laws that influence the built environment Does the state allow speed limits of 20 mph or less?	5/10 pts
Total of Possible 100 Points: 46/100 pts	

Dig into the data: Robust interactive report + Downloads

The Bicycle Friendly State survey used to create this ranking is also the basis for a biennial report. Explore tons of bicycling, walking, & health data on states and cities at bikingandwalkingbenchmarks.org.

U.S. Trips, by Mode of Transportation

- 41% All Other Modes
- 10% Walking/Bike
- 1% All Other Modes
- 2% Public Transit
- 83% Car, Van, SUV, and RV Trip

% of kids who walked to school

- 2007: 11.9%
- 2013: 15.2%



BICYCLE FRIENDLY STATE REPORT CARD



STATE RANKING OVERALL (OUT OF 50)

#43

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Feedback Points, CONTINUED

>> Cont'd from Page 1

Kentucky should update its state bicycle master plan. The plan update should evaluate and build on the previous bicycle master plan, and reflect changes in bicycle user needs.

Adopt a law prohibiting a motorist from opening an automobile's door unless the motorist is able to do so safely. Kentucky is one of only 9 states that does not have a law protecting bicyclists from "dooring."

Clarify fiscal responsibilities for accommodations of non-motorized transportation modes so that state and local agencies can work together to ensure that they are provided and maintained.



ABOUT THE LEAGUE & MEMBERSHIP

Support the League by becoming a member today and add your voice to the bicycling movement! Over 75% of our funding comes from individuals. Members support our time-tested programs like Bicycle Friendly America, Smart Cycling and Federal Advocacy. As a member, you'll enjoy valuable perks like *Bicycling Magazine*, discounts at dozens of national bike retailers and manufacturers, and exclusive pricing to the National Bike Summit. Together, let's advance bicycling on Capitol Hill and in your community!

WE BELIEVE

Bicycling brings people together. When more people ride bikes:

- » Life is better for everyone;
- » Communities are safer, stronger and better connected;
- » Our nation is healthier, economically stronger, environmentally cleaner and more energy independent.

OUR VISION

is a nation where everyone recognizes and enjoys the many benefits and opportunities of bicycling.

OUR MISSION

is to lead the movement to create a Bicycle Friendly America for everyone. As leaders, our commitment is to listen and learn, define standards and share best practices to engage diverse communities and build a powerful, unified voice for change.

>> ADD YOUR MOMENTUM AT BIKELEAGUE.ORG/JOIN

SMART CYCLING RESOURCES



Bike Safety Education is a key component to keeping roadways safe for all users. Having League Cycling Instructors (LCIs) in your state creates more opportunities for bike safety education to be shared. LCIs are certified by the League through an intense 3-day seminar focused on how to effectively deliver the Smart Cycling curriculum. To host a LCI seminar in your state, contact education@bikeleague.org.

Visit bikeleague.org/ridesmart to access Smart Cycling videos, Smart Cycling Quick Guides (available in English & Spanish), and Smart Cycling manuals.