

# **NEW HAMPSHIRE**



# STATE RANKING **OVERALL** (OUT OF 50)

#### TOTAL COUNTS

35. Arkansas

36. Alaska

BICYCLE FRIENDLY UNIVERSITIES 1

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

10. Connecticut

11. New Hampshire

# **Summary**

New Hampshire spends a surprisingly good amount of federal funding on bicycling and walking compared to the generally low categories scores for the state and poor safety and ridership data. Given the safety and ridership data, it is not surprising that a lot of investment is needed to provide bicyclists with safe and convenient places to bike.

New Hampshire would benefit from adopting a Complete Streets policy and/or Bike Plan. Either or both of those Bicycle Friendly Actions could provide a foundation for continued investment and an overarching strategy for addressing the safety and ridership issues in New Hampshire. Working with communities, such as the five Bicycle Friendly Communities in the state, may help the state align its complete streets law or policy with local policies and ensure the collaborative development of bicycle facilities in the state. Particularly given the level of current federal spending on bicycling and walking, it seems likely that a complete streets policy might provide for more efficient spending on bicycling and walking by ensuring that bicyling and walking are included in project development and maintenance processes.

# **Feedback Points**

New Hampshire has funded a research project with a university to determine ways to better prioritize bicycle funding, project selection, and project success. This is a great first step towards ensuring that bicycling in thoroughly incorporated in transportation decisionmaking. The outcome of this research should be used to adopt and implement a complete streets policy and statewide bike plan.

Update your state bicycle master plan. The plan update should evaluate and build on the previous bicycle master plan, and reflect changes in bicycle user needs. The last statewide bicycle plan was adopted in 2000.

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. Many localities in New Hampshire have adopted complete streets policies and a statewide policy would promote collaboration and implementation aligned with those local policies.

Adopt a vulnerable road user law that increases penalties for a motorist that injures or kills a bicyclist or pedestrian.

Provide specific training to engineers and planners on how to plan, design, and implement bicycle and pedestrian infrastructure, including protected bike lanes, safe rural bicycling routes, and other facilities that have become more widespread in recent years. Significant changes in best practices have occurred recently and...

>> Feedback Continued on Page 3

Comparison States	
National (Overall)	Eastern Region (out of 11)
32. Missouri	7. Maine
33. South Dakota	8. Rhode Island
34. New Hampshire	9. New York

Categories	Rank out of 50
Infrastructure & Funding	46
Education & Encouragment	45
Legislation & Enforcement	30
Policies & Programs	46
Evaluation & Planning	38

icycle 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	<b>~</b>
Bicycle Safety Emphasis Area	<b>~</b>

Federal Data on Biking		Rank
Ridership	<b>0.2% of commuters</b> biking to work <sup>i</sup>	<b>42</b> /50
Safety	<b>16.6 fatalities</b> per 10k bike commuters <sup>ii</sup>	<b>40</b> /50
Spending	\$3.09 per capita FHWA spending on biking and walking	<b>14</b> /50

<sup>&</sup>lt;sup>1</sup> This figure is based upon the Census Bureau's American Community Survey (ACS) 5-year estimate.

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

<sup>&</sup>quot;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



# **New Hampshire** Report Card: Detailed Category Scores

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 46 <sup>th</sup> 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?	<b>0</b> /38 pts
<b>State Transportation Funding</b> Does the state report that funding is allocated to bicycling?	<b>0</b> /28 pts
Use of Federal Transportation Funding  Does the state take advantage of available federal funding for biking and walking?	<b>9</b> /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?	<b>10</b> /10 pts
State Transportation Funding Restrictions  Does the state have any policies that limit the ability to fund bicycling and walking infrastructure?	<b>8</b> /8 pts
Total of Possible 100 Points:	27/100 pts

Policies & Programs Ranked 46 <sup>th</sup> of 50 States	
Complete Streets  Does the state have a complete streets policy and processes to support its implementation?	<b>11</b> /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?	<b>7</b> /25 pts
State of Practice Development Does the state support trainings on bicycle and pedestrian infrastructure and complete streets implementation?	<b>6</b> /13 pts
Sustainable Transportation Policies  Does the state work incorporate multi-disciplinary considerations in the development and implementation of transportation projects?	<b>1</b> /6 pts
Total of Possible 100 Points:	<b>25</b> /100 pts

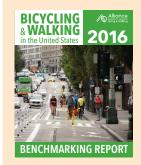
Education & Encouragement Ranked 45 <sup>th</sup> of 50 States	
State DOT Education & Encouragement Support  Does the state DOT support bicycling and walking events and education materials?	<b>20</b> /35 pts
<b>Mode Share</b> Do many people bike to work and is that number increasing relative to other modes?	<b>-4</b> /30 pts
Driver Education Requirements  Does the state require drivers to answer questions about bicyclist safety as part of the driver's licensing test?	<b>10</b> /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?	<b>15</b> /15 pts
Total of Possible 100 Points:	<b>41</b> /100 pts

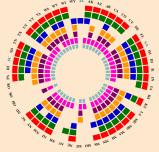
Evaluation & Planning Ranked 38 <sup>th</sup> of 50 States	
State DOT Bicycle & Pedestrian Plans  Does the state have a bicycle and/or pedestrian plan and does that plan follow best practices?	<b>14</b> /48 pts
Bicycle and Pedestrian Safety Has the state made bicyclist and pedestrian safety an emphasis and what does data say about safety?	<b>20</b> /34 pts
Understanding People who Bike and Walk  Does the state have programs in place to collect data on people who walk and bike?	<b>2</b> /10 pts
Formal User Group Engagement  Does the state have an official Bicycle and/or Pedestrian  Advisory Committee and does it follow best practices?	<b>8</b> /8 pts
Total of Possible 100 Points:	<b>44</b> /100 pts

## **Legislation & Enforcement** Ranked 30th of 50 States Laws that regulate driver behavior and methods of enforcement Does the state have strong comprehensive distracted driving **25**/37 pts laws and allow photo enforcement? Laws that restrict the behavior of people who bike and walk **16**/28 pts How does the state unnecessarily restrict the behavior of people who bike and walk? (low points = more restrictions) Laws that create protections for people who bike and walk Does the state have laws that provide specific protections for **21**/25 pts people who bike and walk? Laws that influence the built environment **0**/10 pts Does the state allow speed limits of 20 mph or less? Total of Possible 100 Points: **62/100 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**.









# NEW HAMPSHIRE



# STATE RANKING OVERALL (OUT OF 50)

#### **TOTAL COUNTS**

BICYCLE FRIENDLY COMMUNITIES 5
BICYCLE FRIENDLY BUSINESSES 2
BICYCLE FRIENDLY UNIVERSITIES 1

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

#34

STATE ADVOCACY GROUP: BIKE WALK ALLIANCE OF NEW HAMPSHIRE

# Feedback Points, CONTINUED

# >> Cont'd from Page 1

...training is essential to ensuring that communities in your state have access to the best possible solutions for their bicycle and pedestrian safety and mobility issues. Training on FHWA's Small Town and Rural Multimodal Network guidebook, as was done at New Hampshire DOT's headquarters in June, is a great start.

Develop a system of state bike routes that are safe, provide well-signed connections to destinations, and are suitable for all types of bicyclists. The current state system, covered via seven regional maps and an on-line interactive bike map, is a great framework for investments in signage, marketing, and other supportive efforts that can improve this system for tourism and local use.

Hold a state bicycle and/or walking conference with opportunities for professional development, contact with elected officials, and networking.

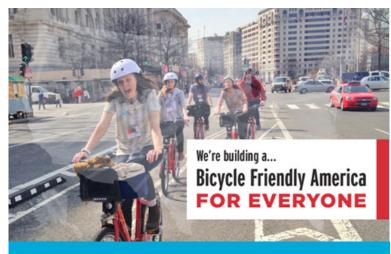
Keene has appointed the United State's first Bicycle Mayor, who will be join a worldwide network of Bicycle Mayors, called the Bicycle Mayor and Leader Network. Over the next two years of this appointment there is a great opportunity for other communities in New Hampshire to learn from the experience of Keene and the worldwide network of Bicycle Mayors.

### **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.



### **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 timetested 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