

TOTAL COUNTS
BICYCLE FRIENDLY COMMUNITIES 4
BICYCLE FRIENDLY BUSINESSES 45
BICYCLE FRIENDLY UNIVERSITIES 3

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

TENNESSEE

Summary

Tennessee absolutely gets points for trying. Despite, or perhaps because of, federal data showing that very few people bike to work and that those who do are less safe than in many other states, the Tennessee Department of Transportation has done a good job of ensuring that funding is directed to bicycling and walking infrastructure in recent years.

The Tennessee DOT has formed strong partnerships with other state agencies to pursue bicycle and pedestrian-related work. This includes the Tennessee Department of Health, who has hired 7 built environment coordinators focused on creating places for people to be more active, and participation in Tennessee Department of Environment and Conservation's Greenways and Trails Committee.

There are still many areas where Tennessee can and should improve. Some, such as improved driver education, may require new legislation. Legislative support may be problematic, with the legislature looking at ways to restrict bicycle-related funding in recent years.

Feedback Points

Invest in data collection efforts to better understand where and why people bike and walk, or choose not to bike and walk. This may include collaborating with local jurisdictions on mobile counter programs, universities to conduct research projects, or other state or federal governments in order to compare data.

Tennessee last adopted a statewide bicycle and pedestrian plan in 2005. There have been significant changes in the last 12 years in both the state of practice and in technology that supplements planning efforts. Tennessee should update its bicycle and pedestrian plan to incorporate best practices, facilitate inter-department coordination, and set the stage for future improvements.

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 9 states without a law protecting people who bike from "dooring."

The Tennessee DOT's Multimodal Access Policy specifically directs the department to design and construct bicycle and pedestrian facilities according to best practices and guidance, including the NACTO Urban Bikeway Design Guide which provides guidance on a wide variety of bicycle facilities. Ensure that training is available to all staff within your state DOT and at municipalities so that they can effectively work to plan and implement this guidance.

>> Feedback Continued on Page 3

STATE ADVOCACY GROUPS:

BIKE WALK TENNESSEE & THE JEFF ROTH CYCLING FOUNDATION

Comparison States table with columns for National (Overall) and Southern Region (out of 13). Rows list states and their ranks, with Tennessee highlighted as 27 nationally and 6 in the region.

Categories table with columns for Categories and Rank out of 50. Rows include Infrastructure & Funding (21), Education & Encouragement (43), Legislation & Enforcement (10), Policies & Programs (32), and Evaluation & Planning (29).

Bicycle Friendly Actions table with columns for Action and status (Progress/New in 2017). Rows include Complete Streets Law / Policy, Safe Passing Law (3ft+), Statewide bike plan last 10 years, 2% or more fed funds on bike/ped, and Bicycle Safety Emphasis Area.

Federal Data on Biking table with columns for Category, Metric, and Rank. Rows include Ridership (0.1% of commuters, rank 46/50), Safety (17.7 fatalities per 10k, rank 42/50), and Spending (\$3.39 per capita, rank 10/50).


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


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.


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.

 <b>Infrastructure &amp; Funding</b> Ranked 21 <sup>st</sup> of 50 States	
<b>Design and Existence of Infrastructure</b> Has the state made it easy to build bicycle infrastructure and installed a variety of infrastructure on state facilities?	11/38 pts
<b>State Transportation Funding</b> Does the state report that funding is allocated to bicycling?	23/28 pts
<b>Use of Federal Transportation Funding</b> Does the state take advantage of available federal funding for biking and walking?	9/16 pts
<b>Planned and Recently Built Bicycle &amp; Pedestrian Facilities</b> How many lane miles of bicycle and pedestrian facilities has the state reportedly planned to build and built?	10/10 pts
<b>State Transportation Funding Restrictions</b> Does the state have any policies that limit the ability to fund bicycling and walking infrastructure?	7/8 pts
Total of Possible 100 Points: <b>60/100 pts</b>	

 <b>Policies &amp; Programs</b> Ranked 32 <sup>nd</sup> of 50 States	
<b>Complete Streets</b> Does the state have a complete streets policy and processes to support its implementation?	13/56 pts
<b>Design and Access Policies</b> Does the state have policies in place to ensure good design and access for people who bike and walk?	10/25 pts
<b>State of Practice Development</b> Does the state support trainings on bicycle and pedestrian infrastructure and complete streets implementation?	13/13 pts
<b>Sustainable Transportation Policies</b> Does the state work incorporate multi-disciplinary considerations in the development and implementation of transportation projects?	4/6 pts
Total of Possible 100 Points: <b>40/100 pts</b>	

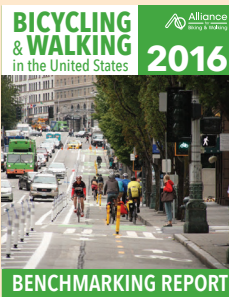
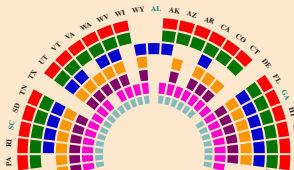
 <b>Education &amp; Encouragement</b> Ranked 43 <sup>rd</sup> of 50 States	
<b>State DOT Education &amp; Encouragement Support</b> Does the state DOT support bicycling and walking events and education materials?	25/35 pts
<b>Mode Share</b> Do many people bike to work and is that number increasing relative to other modes?	1/30 pts
<b>Driver Education Requirements</b> Does the state require drivers to answer questions about bicyclist safety as part of the driver's licensing test?	0/20 pts
<b>Advocacy</b> Does the state have a bicycle advocacy group that is a member of the League of American Bicyclists or was identified by the state?	15/15 pts
Total of Possible 100 Points: <b>41/100 pts</b>	

 <b>Evaluation &amp; Planning</b> Ranked 29 <sup>th</sup> of 50 States	
<b>State DOT Bicycle &amp; Pedestrian Plans</b> Does the state have a bicycle and/or pedestrian plan and does that plan follow best practices?	35/48 pts
<b>Bicycle and Pedestrian Safety</b> Has the state made bicyclist and pedestrian safety an emphasis and what does data say about safety?	22/34 pts
<b>Understanding People who Bike and Walk</b> Does the state have programs in place to collect data on people who walk and bike?	0/10 pts
<b>Formal User Group Engagement</b> Does the state have an official Bicycle and/or Pedestrian Advisory Committee and does it follow best practices?	0/8 pts
Total of Possible 100 Points: <b>57/100 pts</b>	

 <b>Legislation &amp; Enforcement</b> Ranked 10 <sup>th</sup> of 50 States	
<b>Laws that regulate driver behavior and methods of enforcement</b> Does the state have strong comprehensive distracted driving laws and allow photo enforcement?	27/37 pts
<b>Laws that restrict the behavior of people who bike and walk</b> How does the state unnecessarily restrict the behavior of people who bike and walk? (low points = more restrictions)	22/28 pts
<b>Laws that create protections for people who bike and walk</b> Does the state have laws that provide specific protections for people who bike and walk?	18/25 pts
<b>Laws that influence the built environment</b> Does the state allow speed limits of 20 mph or less?	7/10 pts
Total of Possible 100 Points: <b>74/100 pts</b>	


**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](http://bikingandwalkingbenchmarks.org).

U.S. Trips, by Mode of Transportation

- 41% All Other Modes
- 10% Walking/Bike
- 1% All Other Transportation
- 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)

# #27

### TOTAL COUNTS

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BICYCLE FRIENDLY BUSINESSES	45
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# TENNESSEE

### STATE ADVOCACY GROUPS:

BIKE WALK TENNESSEE & THE JEFF ROTH CYCLING FOUNDATION

## Feedback Points, CONTINUED

### >> Cont'd from Page 1

Tennessee would benefit from stronger driver education requirements that require drivers to learn and be tested on the responsibilities of drivers toward people who bike and walk.

Establish a statewide bicycle advisory committee to provide accountability for bicycle projects and programs. The BAC should include diverse representation, formal inclusion in decision making, a workplan, and regularly held meetings (at least quarterly).



### 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.

### 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](mailto:education@bikeleague.org).

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

>> ADD YOUR MOMENTUM AT [BIKELEAGUE.ORG/JOIN](http://BIKELEAGUE.ORG/JOIN)