



BICYCLE FRIENDLY STATE REPORT CARD

INDIANA

RANKED

24

OF 50

STATE ADVOCACY GROUP:

BICYCLE INDIANA

Successes & Suggestions

The Bicycle Friendly State report card is based on over 100 data points for each state and input from state agencies and advocates. Based on the information we obtained for Indiana, the League of American Bicyclists believes the following actions will improve the safety, comfort, and accessibility of bicycling in Indiana.

The Interagency Bicycle Trails Task Force has proven that the Governor and executive branch of Indiana has made bicycling and walking a priority for the state's well-being. Examples of interagency efforts range from the creation of a Statewide Visionary Trails Network to a MOU between INDOT, ISDH, and DNR for workshops and training. This interagency collaboration is a great step for bicycling and walking, and should be an example for other states.

The Next Level Trails program, a partnership between INDOT and the Department of Natural Resources, has recently awarded \$24.9M to 17 trail projects and it given applicants technical assistance, including a Trails Cost Calculator tool. Indiana should continue to pursue inter-agency partnerships like this one and build support for bicycling across state agencies.

INDOT has recently embarked on a statewide mobility corridor study in support of its long-range transportation plan. Consider lessons from Washington State's DOT which has recently created corridor portfolios to better highlight multimodal needs and the ways in which corridors do more than move cars.

Congratulations on adopting INDOT's Active Transportation Planning effort "Moving Indiana Toward an Active State." This is an important step in strengthening INDOT's relationships with local partners and institutional processes related to biking and walking.

Congratulations on adopting a safe passing law, which requires drivers to provide a safe passing distance of at least three feet when overtaking a person bicycling. Make sure that this law is publicized to law enforcement and the public through a coordinated safety messaging campaign.

Indiana is taking a number of exciting steps to improve conditions for people who bike and walk. To help ensure that these initiatives are given support over time, the legislature and Indiana DOT should create a dedicated funding program within the DOT's budget to make improvements routine and provide capacity for continued efforts.

The Indiana legislature should pass a Complete Streets law that requires the state DOT and local governments to create safe conditions for all road users.

Commute to work data is one of the rare national datasets on the prevalence of bicycling. While this data captures less than a quarter of bicycle trips, it illustrates the likelihood that bicycling is a viable transportation option. Indiana has a lower than average bike commuting rate and should make it a priority to provide a viable bicycle network system in its communities, particularly where state roads pose a barrier to bicycling.

Adopt a law prohibiting a motorist from opening an automobile's door unless the motorist is able to do so safely.

Adopt a statewide policy that requires bicycle accommodations on all bridge and tunnel projects. These once in a generation projects should create connections for all transportation users rather than build barriers.

	Infrastructure & Funding	B
	Education & Encouragement	C
	Legislation & Enforcement	C
	Policies & Programs	C
	Evaluation & Planning	B

Get the full breakdown of each category and grade average on the next page.

Bicycle Friendly Actions bikeleague.org/bicycle-friendly-actions	Action Taken?
Complete Streets Law / Policy	✓
Safe Passing Law (3ft+)	✓
Statewide bike plan last 10 years	In Progress
2% or more federal funds on bike/ped	✓
Bicycle Safety Emphasis Area	✓


Federal Data on Biking		Rank
Ridership	0.4% of commuters biking to work	23/50
Safety	10.8 fatalities per 10K bike commuters ⁱⁱ	30/50
Spending	\$4.12 per capita FHWA spending on biking and walking ⁱⁱⁱ	5/50


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.


Category Breakdown: INDIANA

 Infrastructure & Funding Ranked 10 of 50 States B	
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-
STATE TRANSPORTATION FUNDING Does the state allocate funding to bicycling or limit state funding for bicycling?	B
USE OF FEDERAL TRANSPORTATION FUNDING Does the state take advantage of available federal funding for biking and walking?	B
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

 Policies & Programs Ranked 14 of 50 States C	
COMPLETE STREETS Does the state have a complete streets policy and processes to support its implementation?	B+
DESIGN AND ACCESS POLICIES Does the state have policies in place to ensure good design and access for people who bike and walk?	C-
STATE OF PRACTICE DEVELOPMENT Does the state support trainings on bicycle and pedestrian infrastructure and complete streets implementation?	B+
SUSTAINABLE TRANSPORTATION POLICIES Does the state work incorporate multi-disciplinary considerations in the development and implementation of transportation projects?	B-

 Education & Encouragement Ranked 20 of 50 States C	
STATE DOT EDUCATION & ENCOURAGEMENT SUPPORT Does the state DOT support bicycling and walking events and education materials?	A
MODE SHARE & ADVOCACY Do people bike to work and are they organized to advocate for improvements?	C-

 Evaluation & Planning Ranked 14 of 50 States B	
STATE DOT BICYCLE & PEDESTRIAN PLANS Does the state have a bicycle and/or pedestrian plan and does that plan follow best practices?	B-
BICYCLE AND PEDESTRIAN SAFETY Has the state made bicyclist and pedestrian safety an emphasis and what does data say about safety?	B
UNDERSTANDING PEOPLE WHO BIKE AND WALK Does the state have programs in place to collect data on people who walk and bike?	C-
FORMAL USER GROUP ENGAGEMENT Does the state have an official Bicycle and/or Pedestrian Advisory Committee and does it follow best practices?	A

 Legislation & Enforcement Ranked 33 of 50 States C	
LAWS THAT REGULATE DRIVER BEHAVIOR AND METHODS OF ENFORCEMENT Does the state have strong comprehensive distracted driving laws and allow photo enforcement?	C-
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?	C
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?	B

SEE THE BICYCLE FRIENDLY STATE DATABASE MAP:
BIKELEAGUE.ORG/BFA/AWARDS

The Bicycle Friendly State ranking is based on a comprehensive survey completed by state departments of transportation and state bicycling advocates. For more information, visit bikeleague.org/states or contact Ken McLeod at (202)-822-1333 or ken@bikeleague.org.

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TOGETHER!




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