



BICYCLE FRIENDLY STATE REPORT CARD

SOUTH CAROLINA

RANKED

42

OF 50

STATE ADVOCACY GROUP:
PALMETTO CYCLING COALITION

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 South Carolina, the League of American Bicyclists believes the following actions will improve the safety, comfort, and accessibility of bicycling in South Carolina.

South Carolina has recently established a Bicycle and Pedestrian Advisory Committee and Urban Design Committee. These committees provide a great forum for advocates, cities, and regional planning organizations to engage with the state and coordinate improvements for people who bike and walk at state and regional levels.

Congratulations on the South Carolina Department of Transportation dedicating \$5 million in safety funding to non-motorized transportation. Many states do not use safety funding to improve safety for people who bike and walk so it is great to see South Carolina take this step.

The current "Complete Streets Policy" in South Carolina consists of a 16-year-old resolution expressing that "bicycling and walking accommodations should be a routine part of the department's planning, design, construction and operating activities." Over the last 16 years, South Carolina does not have a record of making bicycling and walking a routine part of transportation. **The South Carolina legislature or DOT should adopt a Complete Streets policy that builds upon the existing resolution,** as many leading states have done. The best states for Complete Streets have an iterative approach to Complete Streets policy and have adopted multiple policies on the road to implementation. Staff at the DOT should be dedicated to implementing the resolution.

The state, through the DOT or Governor's Highway Safety Office, should provide funding for bicycle safety education.

Adopt a safe passing law with a minimum distance of 3 feet to address bicyclist safety. The League has a white paper that provides examples of how other states have adopted and implemented this type of law: https://bikeleague.org/sites/default/files/BFS_WP-Safe_Passing_law-07_2018.pdf

Install a Protected Bike Lane on a state-owned road.

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

Many states understand the connection between transportation and health. Consider how the state DOT can work with public health stakeholders to enable physical activity and mitigate the negative effects of emissions, limited access to resources, and traffic violence.

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 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.

South Carolina has set a safety target [https://safety.fhwa.dot.gov/hsip/spm/state_safety_targets/] that anticipates an increase in the number of non-motorized fatalities and serious injuries. While this target may reflect current trends, it is also a statement of goals and South Carolina should set goals that reflect a commitment to improving road safety and reaching zero deaths and serious injuries.

	Infrastructure & Funding	C-
	Education & Encouragement	C-
	Legislation & Enforcement	D+
	Policies & Programs	C-
	Evaluation & Planning	C-

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	Resolution Only
Safe Passing Law (3ft+)	
Statewide bike plan last 10 years	
2% or more federal funds on bike/ped	
Bicycle Safety Emphasis Area	✓

Federal Data on Biking		Rank
Ridership	0.3% of commuters biking to work	38/50
Safety	29.7 fatalities per 10K bike commuters ⁱⁱ	46/50
Spending	\$1.97 per capita FHWA spending on biking and walking ⁱⁱⁱ	39/50


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:


SOUTH CAROLINA

 Infrastructure & Funding Ranked 31 of 50 States C-	
DESIGN AND EXISTENCE OF INFRASTRUCTURE Has the state made it easy to build bicycle infrastructure and installed a variety of infrastructure on state facilities?	C-
STATE TRANSPORTATION FUNDING Does the state allocate funding to bicycling or limit state funding for bicycling?	D
USE OF FEDERAL TRANSPORTATION FUNDING Does the state take advantage of available federal funding for biking and walking?	C+
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?	F

 Policies & Programs Ranked 27 of 50 States C-	
COMPLETE STREETS Does the state have a complete streets policy and processes to support its implementation?	D+
DESIGN AND ACCESS POLICIES Does the state have policies in place to ensure good design and access for people who bike and walk?	B-
STATE OF PRACTICE DEVELOPMENT Does the state support trainings on bicycle and pedestrian infrastructure and complete streets implementation?	C-
SUSTAINABLE TRANSPORTATION POLICIES Does the state work incorporate multi-disciplinary considerations in the development and implementation of transportation projects?	C

 Education & Encouragement Ranked 46 of 50 States C-	
STATE DOT EDUCATION & ENCOURAGEMENT SUPPORT Does the state DOT support bicycling and walking events and education materials?	C
MODE SHARE & ADVOCACY Do people bike to work and are they organized to advocate for improvements?	D

 Evaluation & Planning Ranked 39 of 50 States C-	
STATE DOT BICYCLE & PEDESTRIAN PLANS Does the state have a bicycle and/or pedestrian plan and does that plan follow best practices?	C
BICYCLE AND PEDESTRIAN SAFETY Has the state made bicyclist and pedestrian safety an emphasis and what does data say about safety?	D+
UNDERSTANDING PEOPLE WHO BIKE AND WALK Does the state have programs in place to collect data on people who walk and bike?	F
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 43 of 50 States D+	
LAWS THAT REGULATE DRIVER BEHAVIOR AND METHODS OF ENFORCEMENT Does the state have strong comprehensive distracted driving laws and allow photo enforcement?	D+
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?	D

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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