



BICYCLE FRIENDLY STATE REPORT CARD

TENNESSEE

RANKED

25

OF 50

STATE ADVOCACY GROUP:
BIKE WALK TENNESSEE

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

Congratulations to the Tennessee Department of Transportation for recognizing the safety needs of people who walk and setting aside 12% of their Highway Safety Improvement Program (HSIP) funding for projects that will improve pedestrian safety. Many states fail to utilize HSIP funds to improve bicycle and pedestrian safety and this is a strong commitment by TDOT.

TDOT is making it easier for projects to include facilities for people who bike and walk through their Multimodal Access Scoping Manual and Design Guidelines and complementary technical assistance from TDOT staff. Localities should use these resources to help create bicycle and pedestrian improvements as part of larger projects.

Law enforcement groups in Tennessee should work together to identify ways that they can improve bicycle and pedestrian safety, work with judges on enforcement of existing laws, and develop systems to inform DOT efforts to improve safety.

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

Tennessee's multimodal grant program has served as a model for several states. Tennessee should build upon its success and increase funding to help more communities improve conditions for people who bike and walk.

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

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 state bicycle plan was adopted in 2005, well before the popularization of protected bike lanes, bicycle counters, and other technologies that should be part of a new plan.

Tennessee currently has an Active Transportation Counts initiative which is coordinating with local agencies and MPOs to organize a systematic statewide approach, including recommending counters and assisting in local counts initiatives. Tennessee should continue to support this initiative and look for other ways to support better statewide data.

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. Tennessee 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.

	Infrastructure & Funding	C-
	Education & Encouragement	C
	Legislation & Enforcement	C
	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	✓
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	0.1% of commuters biking to work	48/50
Safety	22 fatalities per 10K bike commuters ⁱⁱ	42/50
Spending	\$3.38 per capita FHWA spending on biking and walking ⁱⁱⁱ	14/50


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: TENNESSEE

 Infrastructure & Funding Ranked 27 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?	C
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 22 of 50 States C	
COMPLETE STREETS Does the state have a complete streets policy and processes to support its implementation?	C+
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 36 of 50 States C	
STATE DOT EDUCATION & ENCOURAGEMENT SUPPORT Does the state DOT support bicycling and walking events and education materials?	B
MODE SHARE & ADVOCACY Do people bike to work and are they organized to advocate for improvements?	D

 Evaluation & Planning Ranked 25 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?	B-
BICYCLE AND PEDESTRIAN SAFETY Has the state made bicyclist and pedestrian safety an emphasis and what does data say about safety?	C-
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 25 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?	A

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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