



# BICYCLE FRIENDLY STATE REPORT CARD



4% PERCENT OF STATE IN BFC SILVER+

STATE ADVOCACY GROUP:  
**BICYCLE INDIANA**

# INDIANA

**#22** NATIONAL RANK (OF 50)

**#5** REGIONAL RANK MIDWESTERN (OF 13)

SEE THE REPORT CARD USE GUIDE

		F	D	C	B	A	
	<b>Infrastructure &amp; Funding</b>				<b>B</b>		Considers the use of federal transportation funding, state transportation funding, and the existence of bicycle infrastructure in the state.
	<b>Education &amp; Encouragement</b>				<b>B-</b>		Considers bicycle mode share, advocacy, state goals to increase bicycling, and whether the state sponsors a conference on bicycling.
	<b>Traffic Laws &amp; Practices</b>				<b>B</b>		Considers traffic laws related to bicyclist safety and practices for automated enforcement and preventing racial disparities in traffic law enforcement.
	<b>Policies &amp; Programs</b>				<b>B+</b>		Considers Complete Streets policies and programmatic support for implementing bicycling improvements, including staffing and integrating public health.
	<b>Evaluation &amp; Planning</b>				<b>B</b>		Considers state bicycle plans, safety outcomes, guidance on bicycle facilities, data collection on bicycling and walking, and public engagement of bicyclists.

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.

Since 2018, the Indiana DOT has been working towards completing the State's first-ever Active Transportation Plan and the League is excited to see it adopted in order to guide planning and investment decisions in the state.

Allow municipalities to establish Automated Traffic Enforcement programs as part of a comprehensive Safe System Approach. Automated Speed Enforcement in particular should be paired with infrastructure changes to promote compliance with the speed limit. Work with communities to ensure there is appropriate engagement and data collection to avoid disparate racial impacts.

The Indiana DOT should establish goals for the number or percent of people walking and biking as a benchmark to measure improvement and progress. Planning and investment decisions should reflect goals to increase biking and walking by providing for connected networks of safe places to bike and walk.

Maximize effectiveness of the state's first-ever Active Transportation Plan by supporting activities with local communities, planners, engineers, and others involved in Indiana's transportation system so that goals, policies, and other initiatives from the Plan are implemented.

Adopt a law prohibiting a motorist from opening an automobile's door unless the motorist is able to do so safely. Indiana is one of only eight states that has not adopted this type of law to reduce "dooring."

Bicycle Friendly Actions	Progress?
Complete Streets Law / Policy	Yes
Safe Passing Law (3ft+)	Yes
Statewide bike plan last 10 years	No
2% or more federal funds on bike/ped	Yes
Bicycle Safety Emphasis Area	Yes

Federal Data on Biking	Rank
Ridership <b>0.41% of commuters</b> biking to work	22/50
Safety <b>10.2 fatalities</b> per 10K bike commuters	30/50
Spending <b>\$4.10 per capita</b> FHWA spending on biking and walking	12/50

SEE THE BICYCLE FRIENDLY STATE DATABASE MAP:  
[BIKELEAGUE.ORG/BFA/AWARDS](https://bikeleague.org/BFA/AWARDS)

The Bicycle Friendly State ranking is based on a comprehensive survey—with over 100 data points—completed by state departments of transportation and state bicycling advocates. For more information, visit [bikeleague.org/states](https://bikeleague.org/states) or contact Ken McLeod at (202) 822-1333 or [ken@bikeleague.org](mailto:ken@bikeleague.org).