



BICYCLE FRIENDLY STATE REPORT CARD



1% PERCENT OF STATE IN BFC SILVER+

STATE ADVOCACY GROUP:
BIKEWALK NC

NORTH CAROLINA

#18 NATIONAL RANK (OF 50)

#3 REGIONAL RANK (OF 13)

SEE THE REPORT CARD USE GUIDE

		F	D	C	B	A		
	Infrastructure & Funding						B+	Considers the use of federal transportation funding, state transportation funding, and the existence of bicycle infrastructure in the state.
	Education & Encouragement						C	Considers bicycle mode share, advocacy, state goals to increase bicycling, and whether the state sponsors a conference on bicycling.
	Traffic Laws & Practices						C+	Considers traffic laws related to bicyclist safety and practices for automated enforcement and preventing racial disparities in traffic law enforcement.
	Policies & Programs						B	Considers Complete Streets policies and programmatic support for implementing bicycling improvements, including staffing and integrating public health.
	Evaluation & Planning						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 North Carolina, the League of American Bicyclists believes the following actions will improve the safety, comfort, and accessibility of bicycling in North Carolina.

Adopt a safe passing law with a minimum distance of 3 feet to address bicyclist safety. North Carolina has an atypical safe passing law with a minimum distance of 2 feet in most circumstances and 4 feet in a no-passing zone.

North Carolina has a bicycling to work rate of less than half the national average. Bicycling is cheap, safe, and has no greenhouse gas emissions. Work with cities to provide networks that allow more people to safely bike to work.

North Carolina has a bicyclist fatality rate worse than the national average. More than 65% of bicyclist fatalities occur on state-owned roads, primarily arterial roadways. Addressing the dangers of these higher-speed roads is critical to improving bicyclist safety.

North Carolina is unique in having a legislative ban on state funding independent bicycle and pedestrian projects. In addition, the DOT's Strategic Mobility Formula needs revision so that divisional bicycle projects (or for non-highway projects) score better and are eligible for funding. These severely limit the ability of the state DOT to provide safe places for people to bike and walk. The North Carolina legislature should repeal the ban and provide funding for independent bicycle and pedestrian projects.

Despite North Carolina's legislative ban on funding independent bicycle and pedestrian projects, the state performs well on our metrics for using federal funds for biking and walking. North Carolina's unique support for bicycle and pedestrian planning, and an Integrated Mobility Division that supports local planning efforts to improve bicycling and walking, are assets in long term project prioritization. The state's Complete Streets Policy needs to be codified so that bicycle and pedestrian infrastructure improvements are classified as a basic part of transportation project's and not considered betterments (or amenities). Implementation of Complete Streets should be a priority.

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

Federal Data on Biking	Rank
Ridership 0.18% of commuters biking to work	45/50
Safety 20.8 fatalities per 10K bike commuters	42/50
Spending \$4.32 per capita FHWA spending on biking and walking	10/50

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 or contact Ken McLeod at (202) 822-1333 or ken@bikeleague.org.