



North Dakota

RANKING # 50

REGIONAL RANKING » MIDWEST #13

GOVERNOR: Jack Dalrymple

DOT COMMISSIONER: Francis Ziegler

BICYCLE/PEDESTRIAN COORDINATOR: Bennett Kubischta

STATE ADVOCACY GROUP: Central Dakota Cyclists

CATEGORY SCORES

SCORING: 5 = HIGH 1 = LOW

1 LEGISLATION AND ENFORCEMENT

1 POLICIES AND PROGRAMS

1 INFRASTRUCTURE AND FUNDING

1 EDUCATION AND ENCOURAGEMENT

1 EVALUATION AND PLANNING

TOP 10 SIGNS OF SUCCESS

PEOPLE COMMUTING BY BIKE (MORE THAN 1%)

SAFE PASSING/VULNERABLE ROAD USER LAW

COMPLETE STREETS POLICY

DEDICATED STATE FUNDING



ACTIVE STATE ADVOCACY GROUP

STATE BICYCLE PLAN (ADOPTED 2003 OR LATER)

SHARE THE ROAD CAMPAIGN

BICYCLE EDUCATION FOR POLICE

BICYCLE SAFETY EMPHASIS IN STRATEGIC HIGHWAY SAFETY PLAN

TOP 10 STATE FOR CONGESTION MITIGATION AND AIR QUALITY SPENDING

TOP TIP

Spend all Transportation Alternatives Program dollars on biking and walking projects in your state (don't transfer out).

FEEDBACK

- Adopt a safe passing law with a minimum distance of 3 feet to address bicyclist safety.
- Adopt a vulnerable road user law that increases penalties for a motorist that injures or kills a bicyclist or pedestrian.
- Adopt a statewide Complete Streets policy.
- Adopt a state bicycle design manual that includes design drawings, guidance on when to use established and innovative design treatments, and public engagement.
- Ensure that no funds from the Transportation Alternatives program are transferred for purposes other than bicycling and walking projects.
- The state is spending a low amount of federal funding on bicyclists and pedestrians. Adopt federal funding project rating criteria that incentivize bicycle projects and accommodations.
- Dedicate state funding for bicycle projects and programs, especially those focused on safety and eliminating gaps and increasing access for bicycle networks.
- Add language to the driver's license manual, classes, and tests that addresses the interaction between motor vehicles and bicycles.
- Adopt a statewide bicycle plan that addresses each of the five "Es", has clear implementation actions, and performance measures to gauge success.
- Adopt a mode share goal for biking to encourage the integration of bicycle transportation needs into all transportation and land use policy and project decisions.