North Dakota

RANKING # 50

REGIONAL RANKING » MIDWEST #13

GOVERNOR: Jack Dalrymple
DOT COMMISSIONER: Francis Ziegler
BICYCLE/PEDESTRIAN COORDINATOR: Bennett Kubicsha
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 bike 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 bike 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.