The Bicycle Friendly States ranking is based on a comprehensive survey completed by state departments of transportation and state bicycling advocates. It asks comprehensive questions across 5 categories: Legislation and Enforcement, Policies and Programs, Infrastructure and Funding, Education and Encouragement, Evaluation and Planning. The results listed above provide only a snapshot of the full application. They are intended to offer some ideas for further growth in bicycle friendliness. For more information, visit www.bikeleague.org/states or contact Nicole Wynands at (202)-822-1333 or nicole@bikeleague.org.

### REGIONAL RANKING ➢ SOUTH #2

- **GOVERNOR:** Bill Haslam
- **DOT COMMISSIONER:** John Schroer
- **BICYCLE/PEDESTRIAN COORDINATOR:** Jessica Wilson
- **STATE ADVOCACY GROUP:** Bike Walk Tennessee

### CATEGORY SCORES

<table>
<thead>
<tr>
<th>Category</th>
<th>Score</th>
<th>Scoring: 5 = High</th>
<th>1 = Low</th>
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</thead>
<tbody>
<tr>
<td>Legislation and Enforcement</td>
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<td>Policies and Programs</td>
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<td>Education and Encouragement</td>
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<tr>
<td>Evaluation and Planning</td>
<td>2</td>
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</tbody>
</table>

### 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

### FEEDBACK

- Adopt a law prohibiting a motorist from opening an automobile’s door unless the motorist is able to do so safely.
- Integrate bicycle enforcement training into the police academy curriculum for new officers.
- Adopt a statewide, all-ages cell phone ban to combat distracted driving and increase safety for everyone.
- Collect data regarding enforcement actions against motorists based on incidents with bicycles, such as traffic tickets issued, prosecutions, or convictions.
- Adopt performance measures, such as mode shift or a low percentage of exempted projects, to better track and support Complete Streets Policy compliance.
- Adopt a state bicycle design manual that includes design drawings, guidance on when to use established and innovative design treatments, and public engagement.
- Adopt federal funding project rating criteria that incentivize bicycle projects and accommodations.
- Add language to the driver’s license manual, classes, and tests that addresses the interaction between motor vehicles and bicycles.
- Establish a statewide bicycle advisory committee to provide accountability for bicycle projects and programs. The BAC should include diverse representation, formal inclusion in decision making, a workplan, and regularly held meetings (at least quarterly).
- 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.