



# BICYCLE FRIENDLY STATE REPORT CARD

WE'RE BUILDING A  
BICYCLE FRIENDLY  
AMERICA FOR  
EVERYONE

STATE ADVOCACY GROUP(S):  
BikeWalkNC

2024

## NORTH CAROLINA

**#17** NATIONAL  
RANK (OF 50)  
COMPARED TO LAST REPORT CARD: **1**

**#3** Southern  
REGIONAL RANK  
(OF 13)

| Bicycle Friendly Actions                                                                                                      | Action Taken | Progress <small>SINCE LAST REPORT CARD</small>                                                                                                                          |
|-------------------------------------------------------------------------------------------------------------------------------|--------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  <b>Complete Streets Law/Policy</b>          | Yes          |                                                                                      |
|  <b>Safe Passing Law (3ft+)</b>              | No           |                                                                                      |
|  <b>Statewide bike plan last 10 years</b>    | No           |   |
|  <b>2%+ federal funds on bike/pedestrian</b> | Yes          |                                                                                      |
|  <b>Speed limit laws for #SlowRoads</b>      | No           |                                                                                      |

### FEEDBACK

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

The most recent statewide bike plan for North Carolina, WalkBikeNC, was created in 2013 based on an 18 month engagement process. While the state has indicated that an update is in process, no public materials were provided. The League of American Bicyclists hopes that the North Carolina DOT is updating WalkBikeNC and that public engagement appears soon.

North Carolina sets default municipal area speed limits at 35 miles per hour and does not provide clear legal authority or guidance for how communities may establish 20 mile per hour speed limits. We know that slow road save lives and clearer laws and guidance supporting slower streets will benefit the safety of all people.

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 funding independent bicycle and pedestrian projects. This severely limits 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.

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 [ken@bikeleague.org](mailto:ken@bikeleague.org). See the [Report Card Use Guide](#).

### ONE SUCCESS

The University of North Carolina Highway Safety Research Center is an incredible resource for the state of North Carolina and leader on adopting a public health approach to traffic safety.

### TOP TIP

Hurricane Helene caused tremendous damage to western North Carolina. As the communities and state rebuild consider how bicycle infrastructure can promote resilience and be incorporated in flood mitigation efforts along streams or rivers.

|  Federal Data on Biking | Rank         |
|------------------------------------------------------------------------------------------------------------|--------------|
| Ridership<br><b>0.2% of commuters</b><br>biking to work                                                    | <b>45/50</b> |
| Safety<br><b>29.4 fatalities</b><br>per 10K bike commuters                                                 | <b>42/50</b> |
| Spending<br><b>\$3.62 per capita FHWA</b><br>spending on biking and walking                                | <b>22/50</b> |

|  Categories | % of available points | Rank         |
|------------------------------------------------------------------------------------------------|-----------------------|--------------|
| Funding                                                                                        | <b>47%</b>            | <b>34/50</b> |
| Infrastructure                                                                                 | <b>80%</b>            | <b>20/50</b> |
| Laws                                                                                           | <b>71%</b>            | <b>8/50</b>  |
| Policies                                                                                       | <b>40%</b>            | <b>36/50</b> |
| Capacity & Support                                                                             | <b>80%</b>            | <b>16/50</b> |
| Safety                                                                                         | <b>67%</b>            | <b>10/50</b> |
| Every Ride Counts                                                                              | <b>30%</b>            | <b>26/50</b> |