



# BICYCLE FRIENDLY STATE REPORT CARD

## VIRGINIA

RANKED

9

OF 50

STATE ADVOCACY GROUP:  
VIRGINIA BICYCLING FEDERATION

## Successes & Suggestions

The Bicycle Friendly State report card is based on over 100 data points for each state and input from state agencies and advocates. Based on the information we obtained for Virginia, the League of American Bicyclists believes the following actions will improve the safety, comfort, and accessibility of bicycling in Virginia.

The Virginia DOT is developing a statewide Roadway Reconfiguration Guide that will leverage the experience of Fairfax County that has striped over 100 miles of bicycle lanes during routine resurfacing. This simple and cost-effective strategy is a great practice for other states to emulate.

The Virginia DOT's SMARTSCALE process continues to be a national example of how agencies can prioritize projects in a transparent manner while ensuring better multimodal outcomes.

The Virginia DOT owns a high percentage of roadways and has one of the most comprehensive bicycle inventories in the country. Localities should leverage the many advances made within VDOT and propose larger and more innovative bicycle, pedestrian, and transit projects to continue to push the agency forward. While VDOT may own the roads, communities must show they want bold improvements.

Virginia should build on its many successful trails, including the Virginia Capital Trail, and increase state funding for trails and greenways, using trails to create networks as well as destinations.

Adopt a law that requires the use of a hands-free device to combat distracted driving.

The Virginia legislature should look at ways to improve bicycle and pedestrian safety at crosswalks by clarifying the duty of drivers to stop for a person crossing the road.

Congratulations on adding bicycle safety as an emphasis area in the state Strategic Highway Safety Plan.

Congratulations on adopting a law that prohibits a person opening a door into the path of oncoming traffic, including a person bicycling. Promote this law that prohibits "dooring" through public campaigns, education of law enforcement, and the "dutch reach."

Dedicate state funding for bicycle projects and programs, especially those focused on safety and eliminating gaps and increasing access for bicycle networks.

Adopt a goal to increase the prevalence of people biking. More people biking can improve rates of physical activity, reduce emissions, and reduce cost of transportation projects compared to motor vehicle projects.

	Infrastructure & Funding	<b>B</b>
	Education & Encouragement	<b>C</b>
	Legislation & Enforcement	<b>C+</b>
	Policies & Programs	<b>B</b>
	Evaluation & Planning	<b>B+</b>

Get the full breakdown of each category and grade average on the next page.

Bicycle Friendly Actions <a href="http://bikeleague.org/bicycle-friendly-actions">bikeleague.org/bicycle-friendly-actions</a>	Action Taken?
Complete Streets Law / Policy	✓
Safe Passing Law (3ft+)	✓
Statewide bike plan last 10 years	✓
2% or more federal funds on bike/ped	
Bicycle Safety Emphasis Area	✓


Federal Data on Biking		Rank
Ridership	<b>0.4% of commuters</b> biking to work	27/50
Safety	<b>6.6 fatalities</b> per 10K bike commuters <sup>ii</sup>	20/50
Spending	<b>\$2.29 per capita</b> FHWA spending on biking and walking <sup>iii</sup>	36/50


<sup>i</sup> This figure is based upon the Census Bureau's American Community Survey (ACS) 5-year estimate.


<sup>ii</sup> This figure is based upon fatalities reported over a five-year period according to the National Highway Administration (NHTSA)'s Fatality Analysis Reporting System and the 2015 5-year ACS estimate of the number of bicycle commuters.


<sup>iii</sup> FHWA spending is based upon projects coded using any of three project types associated with bicycling and walking projects through the Federal Highway Administration (FHWA)'s Fiscal Management Information System. To calculate per capita spending we used a five-year average for fiscal years 2011-2016 and the 2015 5-year ACS state population estimate.


# Category Breakdown: VIRGINIA

 <b>Infrastructure &amp; Funding</b> Ranked 3 of 50 States <span style="float: right;"><b>B</b></span>	
<b>DESIGN AND EXISTENCE OF INFRASTRUCTURE</b> Has the state made it easy to build bicycle infrastructure and installed a variety of infrastructure on state facilities?	<b>A</b>
<b>STATE TRANSPORTATION FUNDING</b> Does the state allocate funding to bicycling or limit state funding for bicycling?	<b>B</b>
<b>USE OF FEDERAL TRANSPORTATION FUNDING</b> Does the state take advantage of available federal funding for biking and walking?	<b>B-</b>
<b>PLANNED AND RECENTLY BUILT BICYCLE &amp; PEDESTRIAN FACILITIES</b> How many lane miles of bicycle and pedestrian facilities has the state reportedly planned to build and built?	<b>A</b>

 <b>Policies &amp; Programs</b> Ranked 10 of 50 States <span style="float: right;"><b>B</b></span>	
<b>COMPLETE STREETS</b> Does the state have a complete streets policy and processes to support its implementation?	<b>B-</b>
<b>DESIGN AND ACCESS POLICIES</b> Does the state have policies in place to ensure good design and access for people who bike and walk?	<b>A-</b>
<b>STATE OF PRACTICE DEVELOPMENT</b> Does the state support trainings on bicycle and pedestrian infrastructure and complete streets implementation?	<b>B</b>
<b>SUSTAINABLE TRANSPORTATION POLICIES</b> Does the state work incorporate multi-disciplinary considerations in the development and implementation of transportation projects?	<b>C</b>

 <b>Education &amp; Encouragement</b> Ranked 15 of 50 States <span style="float: right;"><b>C</b></span>	
<b>STATE DOT EDUCATION &amp; ENCOURAGEMENT SUPPORT</b> Does the state DOT support bicycling and walking events and education materials?	<b>A</b>
<b>MODE SHARE &amp; ADVOCACY</b> Do people bike to work and are they organized to advocate for improvements?	<b>C</b>

 <b>Evaluation &amp; Planning</b> Ranked 4 of 50 States <span style="float: right;"><b>B+</b></span>	
<b>STATE DOT BICYCLE &amp; PEDESTRIAN PLANS</b> Does the state have a bicycle and/or pedestrian plan and does that plan follow best practices?	<b>A-</b>
<b>BICYCLE AND PEDESTRIAN SAFETY</b> Has the state made bicyclist and pedestrian safety an emphasis and what does data say about safety?	<b>C+</b>
<b>UNDERSTANDING PEOPLE WHO BIKE AND WALK</b> Does the state have programs in place to collect data on people who walk and bike?	<b>B+</b>
<b>FORMAL USER GROUP ENGAGEMENT</b> Does the state have an official Bicycle and/or Pedestrian Advisory Committee and does it follow best practices?	<b>A</b>

 <b>Legislation &amp; Enforcement</b> Ranked 13 of 50 States <span style="float: right;"><b>C+</b></span>	
<b>LAWS THAT REGULATE DRIVER BEHAVIOR AND METHODS OF ENFORCEMENT</b> Does the state have strong comprehensive distracted driving laws and allow photo enforcement?	<b>C+</b>
<b>LAWS THAT RESTRICT THE BEHAVIOR OF PEOPLE WHO BIKE AND WALK</b> How does the state unnecessarily restrict the behavior of people who bike and walk?	<b>C+</b>
<b>LAWS THAT CREATE PROTECTIONS FOR PEOPLE WHO BIKE AND WALK</b> Does the state have laws that provide specific protections for people who bike and walk?	<b>B</b>

SEE THE BICYCLE FRIENDLY STATE DATABASE MAP:  
[BIKELEAGUE.ORG/BFA/AWARDS](http://BIKELEAGUE.ORG/BFA/AWARDS)

The Bicycle Friendly State ranking is based on a comprehensive survey completed by state departments of transportation and state bicycling advocates. For more information, visit [bikeleague.org/states](http://bikeleague.org/states) or contact Ken McLeod at (202)-822-1333 or [ken@bikeleague.org](mailto:ken@bikeleague.org).

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TOGETHER!



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