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.

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Bicycle Friendly Actions

bikeleague.org/bicycle-friendly-actions

<table>
<thead>
<tr>
<th>Action Taken?</th>
<th>Infrastructure &amp; Funding</th>
<th>Education &amp; Encouragement</th>
<th>Legislation &amp; Enforcement</th>
<th>Policies &amp; Programs</th>
<th>Evaluation &amp; Planning</th>
</tr>
</thead>
<tbody>
<tr>
<td>Complete Streets Law / Policy</td>
<td>B</td>
<td>C</td>
<td>C+</td>
<td>B</td>
<td>B+</td>
</tr>
<tr>
<td>Safe Passing Law (3ft+)</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>Statewide bike plan last 10 years</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2% or more federal funds on bike/ped</td>
<td>✓</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Bicycle Safety Emphasis Area</td>
<td>✓</td>
<td></td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

Federal Data on Biking

<table>
<thead>
<tr>
<th>Rank</th>
<th>Ridership</th>
<th>Safety</th>
<th>Spending</th>
</tr>
</thead>
<tbody>
<tr>
<td>27/50</td>
<td>0.4% of commuters biking to work</td>
<td>6.6 fatalities per 10K bike commuters</td>
<td>$2.29 per capita FHWA spending on biking and walking</td>
</tr>
</tbody>
</table>

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1 This figure is based upon the Census Bureau’s American Community Survey (ACS) 5-year estimate.
2 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.
3 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.
### Infrastructure & Funding
- **Rank**: 3 of 50 States
- **Complete Streets**: A
- **Design and Existence of Infrastructure**: A
- **State Transportation Funding**: B
- **Use of Federal Transportation Funding**: B-
- **Planned and Recently Built Bicycle & Pedestrian Facilities**: A

### Policies & Programs
- **Rank**: 10 of 50 States
- **Complete Streets**: B-
- **Design and Access Policies**: A-
- **State of Practice Development**: B
- **Sustainable Transportation Policies**: C

### Education & Encouragement
- **Rank**: 15 of 50 States
- **State DOT Education & Encouragement Support**: A
- **Mode Share & Advocacy**: C

### Legislation & Enforcement
- **Rank**: 13 of 50 States
- **Laws that Regulate Driver Behavior and Methods of Enforcement**: C+
- **Laws that Restrict the Behavior of People who Bike and Walk**: C+
- **Laws that Create Protections for People who Bike and Walk**: B

### Evaluation & Planning
- **Rank**: 4 of 50 States
- **State DOT Bicycle & Pedestrian Plans**: A-
- **Bicycle and Pedestrian Safety**: C+
- **Understanding People who Bike and Walk**: B+
- **Formal User Group Engagement**: A

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**Report Card**

**In-House Ad**

**SEE THE BICYCLE FRIENDLY STATE DATABASE MAP:**

bikeleague.org/bfa/awards

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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 or contact Ken McLeod at (202)-822-1333 or ken@bikeleague.org.

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**Join Us!**

As a member, you’ll receive American Bicyclist, Bicycling magazine, and help propel the bike movement forward as we work to make bicycling safer, more convenient, and accessible to all. **Join Today at bikeleague.org/join**