Summary

Vermont has a lot going for it, including the second highest per capita use of federal funds for biking and walking and a strong state advocacy group – so why isn’t it a Top 10 state? There is no one obvious missing effort, but several areas are notable:

1. Although the state has the second highest per capita federal spending on bicycling and walking, they spend less than 2% of their federal transportation funds on bicycling and walking. This statistical quirk of a high per capita figure and lower percentage figure applies to 3 of the 5 states with the higher per capita federal spending on bicycling and walking.

2. The state has a safe passing law that recommends (but does not require) a safe passing distance of 4 feet. While this is very close to defining a safe distance, we do not give full credit due to the softer recommendation language.

3. The state speed limit statutes make it difficult to post a speed limit of under 25 mph. This may affect local decision-making related to low-speed street designs since there is no procedure for establishing lower speed limit zones.

4. The state lacks a formal bicycle advisory committee. Regular state summits likely fill this void, but it is possible that the state is missing out on important feedback from bicyclists. The recent kickoff meeting for a Bike-Walk Working Group is a step in the right direction towards ongoing user group input for state agencies.

Feedback Points

The Vermont DOT is planning a 2018 Walk/Bike Summit, its third annual summit. The DOT, cities, towns, and advocates should work together to develop a program that builds upon recent increases in commuter bicycling in Vermont and addresses recent increases in bicyclist fatalities in Vermont. Bicycling in Vermont continues to be very safe despite recent fatalities, most of which involved driver impairment, but it is important to recommit to bicyclist and pedestrian safety.

Adopt a law allowing transportation agencies to post 20 mph or lower speed limits under certain circumstances.

The state DOT, and local cities and advocates, should continue existing small-scale biking and walking grant programming. Consider whether planning grants or technical assistance for municipalities would improve current grant programming.

Continue to provide specific training to engineers and planners on how to plan, design, and implement bicycle and pedestrian infrastructure, including protected bike lanes, safe rural bicycling routes, and other facilities that have become more widespread in recent years. Significant changes in best practices have occurred recently and training is essential to ensuring that communities in your state have access to the best possible solutions for their bicycle and pedestrian safety and mobility issues.

» Feedback Continued on Page 3
## Vermont Report Card: Detailed Category Scores

The Category Scores below are aggregated from smaller sub-categories—each of which is sorted in descending order, from the topic with the highest possible points available to least.

### Infrastructure & Funding
**Ranked 14th of 50 States**

<table>
<thead>
<tr>
<th>Category</th>
<th>Score</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Design and Existence of Infrastructure</td>
<td>13/38</td>
<td>pts</td>
</tr>
<tr>
<td>State Transportation Funding</td>
<td>23/28</td>
<td>pts</td>
</tr>
<tr>
<td>Use of Federal Transportation Funding</td>
<td>12/16</td>
<td>pts</td>
</tr>
<tr>
<td>Planned and Recently Built Bicycle &amp; Pedestrian Facilities</td>
<td>10/10</td>
<td>pts</td>
</tr>
<tr>
<td>State Transportation Funding Restrictions</td>
<td>8/8</td>
<td>pts</td>
</tr>
</tbody>
</table>

**Total of Possible 100 Points:** 66/100 pts

### Policies & Programs
**Ranked 26th of 50 States**

<table>
<thead>
<tr>
<th>Category</th>
<th>Score</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Complete Streets</td>
<td>33/56</td>
<td>pts</td>
</tr>
<tr>
<td>Design and Access Policies</td>
<td>7/25</td>
<td>pts</td>
</tr>
<tr>
<td>State of Practice Development</td>
<td>9/13</td>
<td>pts</td>
</tr>
<tr>
<td>Sustainable Transportation Policies</td>
<td>4/6</td>
<td>pts</td>
</tr>
</tbody>
</table>

**Total of Possible 100 Points:** 53/100 pts

### Education & Encouragement
**Ranked 5th of 50 States**

<table>
<thead>
<tr>
<th>Category</th>
<th>Score</th>
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</tr>
</thead>
<tbody>
<tr>
<td>State DOT Education &amp; Encouragement Support</td>
<td>35/35</td>
<td>pts</td>
</tr>
<tr>
<td>Mode Share</td>
<td>16/30</td>
<td>pts</td>
</tr>
<tr>
<td>Driver Education Requirements</td>
<td>10/20</td>
<td>pts</td>
</tr>
<tr>
<td>Advocacy</td>
<td>15/15</td>
<td>pts</td>
</tr>
</tbody>
</table>

**Total of Possible 100 Points:** 76/100 pts

### Legislation & Enforcement
**Ranked 15th of 50 States**

<table>
<thead>
<tr>
<th>Category</th>
<th>Score</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Laws that regulate driver behavior and methods of enforcement</td>
<td>27/37</td>
<td>pts</td>
</tr>
<tr>
<td>Laws that restrict the behavior of people who bike and walk</td>
<td>26/28</td>
<td>pts</td>
</tr>
<tr>
<td>Laws that create protections for people who bike and walk</td>
<td>18/25</td>
<td>pts</td>
</tr>
<tr>
<td>Laws that influence the built environment</td>
<td>0/10</td>
<td>pts</td>
</tr>
</tbody>
</table>

**Total of Possible 100 Points:** 71/100 pts

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**Dig into the data: Robust interactive report + Downloads**

The Bicycle Friendly State survey used to create this ranking is also the basis for a biennial report. Explore tons of bicycling, walking, & health data on states and cities at bikingandwalkingbenchmarks.org.
Feedback Points, CONTINUED

Establish a statewide bicycle advisory committee to provide user input 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).

Statewide Bicycle Advisory Committee (BAC) inclusion and representation recommendations:

- **Diverse Representation:** Include perspectives from different groups and demographics to ensure broad input on bicycling issues.
- **Formal Inclusion in Decision Making:** Ensure BAC recommendations are considered alongside other state departments and agencies.
- **Workplan:** Develop a plan for the BAC's activities, including goals, timelines, and responsibilities.
- **Regular Meetings:** Schedule quarterly meetings to maintain continuity and facilitate ongoing discussions.

SMART CYCLING RESOURCES

- **Bike Safety Education:** Key component to keeping roadways safe for all users. Having League Cycling Instructors (LCIs) in your state creates opportunities for bike safety education to be shared.
- **League Certification:** LCIs are certified by the League through a 3-day seminar focused on delivering the Smart Cycling curriculum.
- **Smart Cycling Instructors:** To host a seminar, contact education@bikeleague.org.

Visit bikeleague.org/ridesmart to access Smart Cycling videos, Smart Cycling Quick Guides (available in English & Spanish), and Smart Cycling manuals.

THE LEAGUE OF AMERICAN BICYCLISTS

- **Belief:** Bicycling brings people together. When more people ride bikes:
  - Life is better for everyone;
  - Communities are safer, stronger and better connected;
  - Our nation is healthier, economically stronger, environmentally cleaner and more energy independent.

- **Vision:** A nation where everyone recognizes and enjoys the many benefits and opportunities of bicycling.

- **Mission:** Work to create a Bicycle Friendly America for everyone. As leaders, our commitment is to listen and learn, define standards and share best practices to engage diverse communities and build a powerful, unified voice for change.

>> ADD YOUR MOMENTUM AT BIKELEAGUE.ORG/JOIN

The Bicycle Friendly States 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.