



BICYCLE FRIENDLY STATE REPORT CARD



7% PERCENT OF STATE IN BFC SILVER+

STATE ADVOCACY GROUP:
LOCAL MOTION

VERMONT

#23 NATIONAL RANK (OF 50)

#9 REGIONAL RANK EASTERN (OF 11)

SEE THE REPORT CARD USE GUIDE

		F	D	C	B	A	
	Infrastructure & Funding				B-		Considers the use of federal transportation funding, state transportation funding, and the existence of bicycle infrastructure in the state.
	Education & Encouragement				B		Considers bicycle mode share, advocacy, state goals to increase bicycling, and whether the state sponsors a conference on bicycling.
	Traffic Laws & Practices			C-			Considers traffic laws related to bicyclist safety and practices for automated enforcement and preventing racial disparities in traffic law enforcement.
	Policies & Programs		D+				Considers Complete Streets policies and programmatic support for implementing bicycling improvements, including staffing and integrating public health.
	Evaluation & Planning		D-				Considers state bicycle plans, safety outcomes, guidance on bicycle facilities, data collection on bicycling and walking, and public engagement of bicyclists.

Based on the information we obtained for Vermont, the League of American Bicyclists believes the following actions will improve the safety, comfort, and accessibility of bicycling in Vermont.

Adopt a safe passing law with a minimum distance of 3 feet to address bicyclist safety. Over the last two decades most states have adopted a safe passing law to protect people biking. Vermont is one of 11 states that has not.

In 2019, one of the League's top recommendations for Vermont was to adopt an updated bicycle plan. Since then Vermont has adopted a statewide on-road bicycle plan and a Bicycle and Pedestrian Strategic Plan. Congratulations on these efforts and we look forward to their implementation.

It is great to see that Phase Two of the On-Road Bicycle Plan included a Bicycle Level of Traffic Stress analysis. The analysis showed the immense need for safe places to bike in Vermont: less than 1% of roadways were judged to have the lowest Level of Traffic Stress. This process is a crucial part of prioritizing improvements.

One of the objectives of the Bicycle and Pedestrian Strategic Plan is to empower a broad range of Vtrans staff to have the technical knowledge to regularly incorporate improvements for bicycling and walking into all VTrans activities. In 2019, the League noted that Vermont did not have protected bike lanes in its design standards. Updating design standards should be part of empowering staff with technical knowledge.

Within the bicycle and pedestrian resources on the Vermont Agency of Transportation website are some amazing Vermont-created pop-up/demonstration project guides. The League hopes that these are widely used in Vermont and in other states: <https://vtrans.vermont.gov/highway/local-projects/bike-ped/resources>.

Bicycle Friendly Actions	Progress?
Complete Streets Law / Policy	Yes
Safe Passing Law (3ft+)	No
Statewide bike plan last 10 years	Yes-New/Updated
2% or more federal funds on bike/ped	Yes
Bicycle Safety Emphasis Area	Yes

Federal Data on Biking	Rank
Ridership 0.84% of commuters biking to work	8/50
Safety 4.3 fatalities per 10K bike commuters	12/50
Spending \$10.06 per capita FHWA spending on biking and walking	1/50

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