



TOTAL COUNTS
BICYCLE FRIENDLY COMMUNITIES 2
BICYCLE FRIENDLY BUSINESSES 15
BICYCLE FRIENDLY UNIVERSITIES 2

SEE THE DATABASE MAP: BIKELEAGUE.ORG/BFA/AWARDS

VERMONT

STATE ADVOCACY GROUP: LOCAL MOTION

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 kick-off 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

Comparison States table with columns: National (Overall), Eastern Region (out of 11). Rows include Pennsylvania, Michigan, Vermont, Florida, Illinois, Maryland, Pennsylvania, Vermont, Maine, Rhode Island.

Categories table with columns: Categories, Rank out of 50. Rows include Infrastructure & Funding (14), Education & Encouragement (5), Legislation & Enforcement (15), Policies & Programs (26), Evaluation & Planning (26).

Bicycle Friendly Actions table with columns: Action, Status. Rows include Complete Streets Law / Policy (checked), Safe Passing Law (3ft+) (empty), Statewide bike plan last 10 years (checked), 2% or more fed funds on bike/ped (empty), Bicycle Safety Emphasis Area (checked).

Federal Data on Biking table with columns: Category, Value, Rank. Rows include Ridership (0.8% of commuters, 12/50), Safety (3.1 fatalities per 10k, 5/50), Spending (\$7.43 per capita, 2/50).


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


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.


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.





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.

 <b>Infrastructure &amp; Funding</b> Ranked 14 <sup>th</sup> of 50 States	
<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>13/38 pts</b>
<b>State Transportation Funding</b> Does the state report that funding is allocated to bicycling?	<b>23/28 pts</b>
<b>Use of Federal Transportation Funding</b> Does the state take advantage of available federal funding for biking and walking?	<b>12/16 pts</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>10/10 pts</b>
<b>State Transportation Funding Restrictions</b> Does the state have any policies that limit the ability to fund bicycling and walking infrastructure?	<b>8/8 pts</b>
Total of Possible 100 Points: <b>66/100 pts</b>	

 <b>Policies &amp; Programs</b> Ranked 26 <sup>th</sup> of 50 States	
<b>Complete Streets</b> Does the state have a complete streets policy and processes to support its implementation?	<b>33/56 pts</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>7/25 pts</b>
<b>State of Practice Development</b> Does the state support trainings on bicycle and pedestrian infrastructure and complete streets implementation?	<b>9/13 pts</b>
<b>Sustainable Transportation Policies</b> Does the state work incorporate multi-disciplinary considerations in the development and implementation of transportation projects?	<b>4/6 pts</b>
Total of Possible 100 Points: <b>53/100 pts</b>	

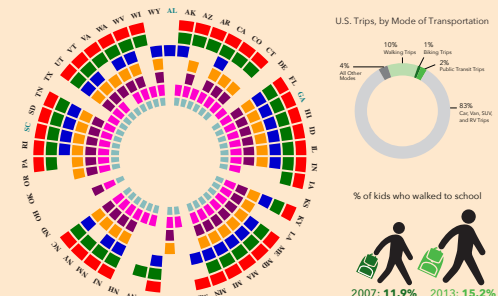
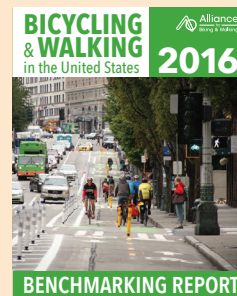
 <b>Education &amp; Encouragement</b> Ranked 5 <sup>th</sup> of 50 States	
<b>State DOT Education &amp; Encouragement Support</b> Does the state DOT support bicycling and walking events and education materials?	<b>35/35 pts</b>
<b>Mode Share</b> Do many people bike to work and is that number increasing relative to other modes?	<b>16/30 pts</b>
<b>Driver Education Requirements</b> Does the state require drivers to answer questions about bicyclist safety as part of the driver's licensing test?	<b>10/20 pts</b>
<b>Advocacy</b> Does the state have a bicycle advocacy group that is a member of the League of American Bicyclists or was identified by the state?	<b>15/15 pts</b>
Total of Possible 100 Points: <b>76/100 pts</b>	

 <b>Evaluation &amp; Planning</b> Ranked 26 <sup>th</sup> of 50 States	
<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>25/48 pts</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>25/34 pts</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>10/10 pts</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>0/8 pts</b>
Total of Possible 100 Points: <b>60/100 pts</b>	

 <b>Legislation &amp; Enforcement</b> Ranked 15 <sup>th</sup> of 50 States	
<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>27/37 pts</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? (low points = more restrictions)	<b>26/28 pts</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>18/25 pts</b>
<b>Laws that influence the built environment</b> Does the state allow speed limits of 20 mph or less?	<b>0/10 pts</b>
Total of Possible 100 Points: <b>71/100 pts</b>	

## 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](http://bikingandwalkingbenchmarks.org).





# BICYCLE FRIENDLY STATE REPORT CARD



## STATE RANKING OVERALL (OUT OF 50)

# #14

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STATE ADVOCACY GROUP: LOCAL MOTION

## Feedback Points, CONTINUED

### >> Cont'd from Page 1

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).



### ABOUT THE LEAGUE & MEMBERSHIP

Support the League by becoming a member today and add your voice to the bicycling movement! **Over 75% of our funding comes from individuals.** Members support our time-tested programs like Bicycle Friendly America, Smart Cycling and Federal Advocacy. As a member, you'll enjoy valuable perks like *Bicycling Magazine*, discounts at dozens of national bike retailers and manufacturers, and exclusive pricing to the National Bike Summit. Together, let's advance bicycling on Capitol Hill and in your community!

### WE BELIEVE

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.

### OUR VISION

is a nation where everyone recognizes and enjoys the many benefits and opportunities of bicycling.

### OUR MISSION

is to lead the movement 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](http://BIKELEAGUE.ORG/JOIN)

### SMART CYCLING RESOURCES



Bike Safety Education is a key component to keeping roadways safe for all users. Having League Cycling Instructors (LCIs) in your state creates more opportunities for bike safety education to be shared. LCIs are certified by the League through an intense 3-day seminar focused on how to effectively deliver the Smart Cycling curriculum. To host a LCI seminar in your state, contact [education@bikeleague.org](mailto:education@bikeleague.org).

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