



# BICYCLE FRIENDLY STATE REPORT CARD

## VERMONT

RANKED

17

OF 50

STATE ADVOCACY GROUP:  
LOCAL MOTION

## 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 Vermont, the League of American Bicyclists believes the following actions will improve the safety, comfort, and accessibility of bicycling in Vermont.

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.

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

Active transportation is an important part of community health and promotion of physical activity. Vermont should consider investing more in active transportation where communities have high rates of physical inactivity, obesity, diabetes, or other health issues associated with physical inactivity.

Update your state bicycle master plan. The plan update should evaluate and build on the previous bicycle master plan, and reflect changes in bicycle user needs.

Adopt the NACTO Urban Bikeway Design Guide in order to ensure that guidance on a wide variety of bicycle facilities is available to all staff within your state DOT.

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.

Allow photo enforcement of speed limits in areas such as school zones or other areas with high activity by people biking and walking.

Establish a statewide bicycle advisory committee to provide accountability 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).

Vermont should update its Engineering Design Standards to include protected bike lanes. In 2017, a majority of states reported that they have such standards and they are expected in the next AASHTO Bike Design Guide.

	Infrastructure & Funding	C-
	Education & Encouragement	C
	Legislation & Enforcement	B
	Policies & Programs	C
	Evaluation & Planning	C-

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	New in 2019
2% or more federal funds on bike/ped	✓
Bicycle Safety Emphasis Area	✓


Federal Data on Biking		Rank
Ridership	0.7% of commuters biking to work	16/50
Safety	4.3 fatalities per 10K bike commuters <sup>ii</sup>	5/50
Spending	\$8.92 per capita FHWA spending on biking and walking <sup>iii</sup>	4/50


<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: VERMONT

 <b>Infrastructure &amp; Funding</b> Ranked 33 of 50 States <span>C-</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>D</b>
<b>STATE TRANSPORTATION FUNDING</b> Does the state allocate funding to bicycling or limit state funding for bicycling?	<b>C+</b>
<b>USE OF FEDERAL TRANSPORTATION FUNDING</b> Does the state take advantage of available federal funding for biking and walking?	<b>C-</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>F</b>

 <b>Policies &amp; Programs</b> Ranked 23 of 50 States <span>C</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>D</b>
<b>STATE OF PRACTICE DEVELOPMENT</b> Does the state support trainings on bicycle and pedestrian infrastructure and complete streets implementation?	<b>C+</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 17 of 50 States <span>C</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 40 of 50 States <span>C-</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>D+</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>F</b>

 <b>Legislation &amp; Enforcement</b> Ranked 10 of 50 States <span>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>B-</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>B</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>C+</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).



**WE'RE ALL IN THIS  
TOGETHER!**

**THE LEAGUE  
OF AMERICAN BICYCLISTS**

**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](http://BIKELEAGUE.ORG/JOIN)