



# BICYCLE FRIENDLY STATE REPORT CARD



STATE ADVOCACY GROUP(S):  
Local Motion

2024

## VERMONT

#22 NATIONAL RANK (OF 50)  
COMPARED TO LAST REPORT CARD: **1**

#8 Eastern REGIONAL RANK (OF 11)

Bicycle Friendly Actions	Action Taken	Progress <small>SINCE LAST REPORT CARD</small>
Complete Streets Law/Policy	Yes	↔
Safe Passing Law (3ft+)	Yes	↑
Statewide bike plan last 10 years	Yes	↔
2%+ federal funds on bike/pedestrian	Yes	↔
Speed limit laws for #SlowRoads	No	↔

### FEEDBACK

Congratulations on updating Vermont's safe passing law to specify a minimum distance of 4 feet for bicyclist safety.

Vermont sets default urban and residential area speed limits above 25 mph and only allows 20 mph speed limits in downtown development districts, which come with numerous requirements and restrictions that make them unlikely to exist in many urban and residential areas. We know that slow road save lives and Vermont is one of a handful of states that prohibits 20 mph speed limits in urban and residential areas.

Vermont allocates 50% of Transportation Alternatives funding to environmental mitigation projects – this funding could be used to boost bike and pedestrian infrastructure.

Despite the 2021 adoption of the Bicycle and Pedestrian Strategic Plan, Vermont continues to not have protected bike lanes in its design standards. Updating design standards should be part of empowering staff with technical knowledge.

States like Colorado are transforming their transportation systems by setting reduction targets for vehicle miles traveled. Vermont should implement a similar policy to ensure the sustainability of its transportation system.

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](https://bikeleague.org/states) or contact Ken McLeod at [ken@bikeleague.org](mailto:ken@bikeleague.org). See the [Report Card Use Guide](#).

**ONE SUCCESS** Vermont updated its safe passing law to clearly define a safe passing distance as at least 4 feet. We're excited to recognize this change as a key Bicycle Friendly Action.

**TOP TIP** Vermont's On-Road Bicycle Plan included a Bicycle Level of Traffic Stress analysis showing that less than 1% of roadways were judged to have the lowest Level of Traffic Stress for bicycling. Use this analysis to invest in improvements.

Federal Data on Biking	Rank
Ridership <b>0.6% of commuters</b> biking to work	11/50
Safety <b>1.6 fatalities</b> per 10K bike commuters	1/50
Spending <b>\$10.79 per capita FHWA</b> spending on biking and walking	2/50

Categories	% of available points	Rank
Funding	49%	26/50
Infrastructure	0%	50/50
Laws	49%	27/50
Policies	66%	17/50
Capacity & Support	74%	19/50
Safety	81%	1/50
Every Ride Counts	41%	17/50