



TOTAL COUNTS
BICYCLE FRIENDLY COMMUNITIES 13
BICYCLE FRIENDLY BUSINESSES 61
BICYCLE FRIENDLY UNIVERSITIES 6

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

VIRGINIA

Summary

Virginia has taken numerous steps through its legislature and through its Department of Transportation to take action on some past key feedback points. These steps, in some cases, have addressed long-standing complaints from bicycle and pedestrian advocates, particularly Virginia's former law that punished communities that implemented road diets. Hopefully, these steps are emblematic of a broader embrace of bicycling and walking as part of Virginia's transportation system.

Improving state and local coordination may be the key to continued improvements in Virginia. The state DOT in Virginia owns a high percentage of all roads in the state, the third highest percentage in the nation. This means that the state DOT is a critical partner for local jurisdictions. Creating shared tools, such as a shared bicycle facility inventory or a bicycle miles traveled program, might facilitate better coordination between the state DOT and localities, or between localities. Localities interested in improving their planning for bicycle and pedestrian efforts should consider the Urban Development Area Technical Assistance Grant Program offered by VDOT.

Feedback Points

Since 2015, Virginia law has been amended so that cities do not face reduced maintenance payments if they choose to remove "moving lanes" as part of a road diet.

Virginia's new law allows cities to make decisions about their roadway designs without worrying as much about preserving non-bicycle lane "moving lanes." VDOT should work with cities to help them understand this new law, found at §33.2-319(D), so that cities can update their planning to take advantage of this change.

Since 2015, the Virginia legislature adopted § 46.2-818.1, which prohibits a motorist from opening an automobile's door unless the motorist is able to do so safely. This law protects bicyclists from "dooring." Now only 9 states lack such a law. An education campaign

aimed at motorists should be used to educate the public about this new law and how motorists can comply with it, such as using the "dutch reach" method of opening a car door.

Through Instructional and Information Memorandum IIM-TMPD-1.0, the Virginia DOT has adopted a framework and published metrics to track Virginia's complete streets policy implementation. This is a great step to ensuring stronger compliance with current policy and complements Virginia's maintenance funding change that makes the implementation of bike lanes easier. Virginia DOT should ensure that there is adequate funding and staffing for the implementation of this framework.

>> Feedback Continued on Page 3

STATE ADVOCACY GROUPS: THE VIRGINIA BICYCLING FEDERATION & BIKE VIRGINIA

Comparison States table with columns for National (Overall) and Southern Region (out of 13). Rows include Utah, New Jersey, Virginia, Maryland, Pennsylvania, Florida, Georgia, North Carolina, and Texas.

Categories table with columns for Categories and Rank out of 50. Rows include Infrastructure & Funding (10), Education & Encouragement (17), Legislation & Enforcement (14), Policies & Programs (15), and Evaluation & Planning (19).

Bicycle Friendly Actions table with columns for Action and status (Progress/New in 2017). Rows include Complete Streets Law / Policy, Safe Passing Law (3ft+), Statewide bike plan last 10 years, 2% or more fed funds on bike/ped, and Bicycle Safety Emphasis Area.

Federal Data on Biking table with columns for Category, Metric, and Rank. Rows include Ridership (0.4% of commuters, 29/50), Safety (6.4 fatalities per 10k, 20/50), and Spending (\$1.97 per capita, 35/50).


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


2 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.


3 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.

 Infrastructure & Funding Ranked 10 th of 50 States	
Design and Existence of Infrastructure Has the state made it easy to build bicycle infrastructure and installed a variety of infrastructure on state facilities?	33/38 pts
State Transportation Funding Does the state report that funding is allocated to bicycling?	20/28 pts
Use of Federal Transportation Funding Does the state take advantage of available federal funding for biking and walking?	7/16 pts
Planned and Recently Built Bicycle & Pedestrian Facilities How many lane miles of bicycle and pedestrian facilities has the state reportedly planned to build and built?	10/10 pts
State Transportation Funding Restrictions Does the state have any policies that limit the ability to fund bicycling and walking infrastructure?	8/8 pts
Total of Possible 100 Points: 78/100 pts	

 Policies & Programs Ranked 15 th of 50 States	
Complete Streets Does the state have a complete streets policy and processes to support its implementation?	30/56 pts
Design and Access Policies Does the state have policies in place to ensure good design and access for people who bike and walk?	22/25 pts
State of Practice Development Does the state support trainings on bicycle and pedestrian infrastructure and complete streets implementation?	13/13 pts
Sustainable Transportation Policies Does the state work incorporate multi-disciplinary considerations in the development and implementation of transportation projects?	5/6 pts
Total of Possible 100 Points: 70/100 pts	

 Education & Encouragement Ranked 17 th of 50 States	
State DOT Education & Encouragement Support Does the state DOT support bicycling and walking events and education materials?	25/35 pts
Mode Share Do many people bike to work and is that number increasing relative to other modes?	11/30 pts
Driver Education Requirements Does the state require drivers to answer questions about bicyclist safety as part of the driver's licensing test?	10/20 pts
Advocacy Does the state have a bicycle advocacy group that is a member of the League of American Bicyclists or was identified by the state?	15/15 pts
Total of Possible 100 Points: 61/100 pts	

 Evaluation & Planning Ranked 19 th of 50 States	
State DOT Bicycle & Pedestrian Plans Does the state have a bicycle and/or pedestrian plan and does that plan follow best practices?	36/48 pts
Bicycle and Pedestrian Safety Has the state made bicyclist and pedestrian safety an emphasis and what does data say about safety?	17/34 pts
Understanding People who Bike and Walk Does the state have programs in place to collect data on people who walk and bike?	8/10 pts
Formal User Group Engagement Does the state have an official Bicycle and/or Pedestrian Advisory Committee and does it follow best practices?	8/8 pts
Total of Possible 100 Points: 69/100 pts	

 Legislation & Enforcement Ranked 14 th of 50 States	
Laws that regulate driver behavior and methods of enforcement Does the state have strong comprehensive distracted driving laws and allow photo enforcement?	18/37 pts
Laws that restrict the behavior of people who bike and walk How does the state unnecessarily restrict the behavior of people who bike and walk? (low points = more restrictions)	22/28 pts
Laws that create protections for people who bike and walk Does the state have laws that provide specific protections for people who bike and walk?	21/25 pts
Laws that influence the built environment Does the state allow speed limits of 20 mph or less?	10/10 pts
Total of Possible 100 Points: 71/100 pts	

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.

U.S. Trips, by Mode of Transportation

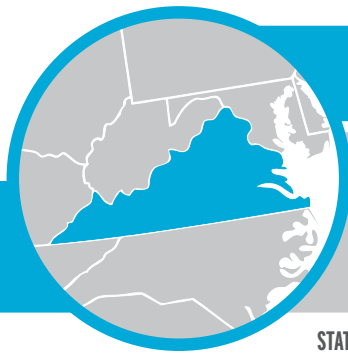
- 41% All Other Modes
- 10% Walking/Bike
- 1% All Other Modes
- 2% Public Transit
- 83% Car, Van, SUV, and RV Trip

% of kids who walked to school

- 2007: 11.9%
- 2013: 15.2%



BICYCLE FRIENDLY STATE REPORT CARD



STATE RANKING OVERALL (OUT OF 50)

#10

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VIRGINIA

Feedback Points, CONTINUED

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Dedicate state funding for bicycle projects and programs, especially those focused on safety and eliminating gaps and increasing access for bicycle networks.

Virginia has a high percentage of state-owned roads, but those state roads are affected by local planning and land use. The state DOT, or state legislature, should consider ways to improve the state-local relationship so that local planning and land use leads to more active transportation and fewer demands for expensive road infrastructure.



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.

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.

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

>> ADD YOUR MOMENTUM AT BIKELEAGUE.ORG/JOIN