EXECUTIVE SUMMARY
Every trip in Virginia starts off on foot. Walking and biking are important modes of transportation on their own but prove even more critical as first- and last-mile connections to rail and transit. Most Virginians don’t walk or bike as much as they would like because our infrastructure does not allow them to do so. Biking on our roads often feels unsafe and pedestrian fatalities have surged across the Commonwealth over the last decade. The General Assembly needs to dedicate funding and policies that not only keep Virginians safe while walking and biking but actually expand access to these two healthy, affordable, and sustainable ways of getting around.

CHALLENGE
Virginia will not achieve its climate goals until walking and biking are safer. As transportation investments continue to be made in rail and transit systems, Virginians need safe ways to access these networks while reducing their carbon footprints.

43% of people report the desire to ride bicycles more but many are limited by safe cycling infrastructure access.

Virginia’s dedicated trail budget is a great start but falls short of making major infrastructure changes that will save lives by physically separating people biking and walking from drivers. Furthermore, bicyclists need the proven crash reduction benefits from having the freedom to yield at stop signs.

Virginia is one of four states that regularly denies crash victims damages and recourse due to our contributory negligence law, which states a party to a crash found to be even 1% at fault is not entitled to damages that would cover medical bills. This especially impacts the pedestrian and biking communities, particularly those of low-income populations or populations of color, who must go to great, sometimes impossible, lengths to prove their innocence. These populations are also the least likely to be insured or able to pay expensive medical bills.

SOLUTIONS
Increased funding for multi-use trails with a transportation focus
Nothing is safer for people biking and walking than physical separation from drivers. Localities need funding from all government levels to build solutions to increased traffic fatalities.

Allow bicyclists and pedestrians more freedom to choose their safest course
The Safety Stop, which allows bicyclists to yield at stop signs, was shown to contribute to a 23% reduction in bike crashes at intersections in a Delaware 5-year study.}

INCREASING ACCESS TO BIKING & WALKING
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