



ELIMINATE FUNDING PENALTY FOR BICYCLE LANES

SUPPORT HB 2023 (Villanueva)

Reasons to Support HB 2023

1. The General Assembly has often recognized the desirability of establishing a multimodal transportation system that provides individuals a greater range of transportation choices. Bicycle use is increasing across Virginia, and more bicycle use means reduced congestion, greater mobility and accessibility, reduced pollution, and healthier communities.
2. Cities and towns should be given the discretion to decide what facilities best move people. They should not be penalized if they decide that bike lanes provide the best option and they wish to provide safer facilities.

Overview

- Separated bike facilities are safer and reduce car/bike conflicts. Converting underutilized multi-purpose travel lanes to bicycle-only lanes can also result in a more efficient use of existing infrastructure.
- State urban street maintenance payments to localities are determined based on the number of moving lane miles available to all traffic. The current loss of street maintenance funding (under Virginia Code § 33.2-319) if an existing lane open to motor vehicles is converted to a bicycle-only lane creates a penalty that is a significant impediment to installing necessary and desirable bicycle facilities.
- Recognizing this problem, HB 1402, adopted by the 2015 General Assembly, directed the Secretary of Transportation to report to the Chairmen of the Transportation Committees on an appropriate formula or allocation for maintenance of bicycle-only lanes.
- The Secretary's report recommends providing continued state maintenance payment for any moving travel lanes converted to bicycle-only use up to a certain percent or a specific number of miles of the locality's lane miles eligible for payment.
- HB 2023 is consistent with this recommendation. Maintenance reimbursement is limited to 50 miles or 3% of inventory, whichever is less.
- The bill would not result in any net increased costs to VDOT.

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