



Washington

RANKING # 1

REGIONAL RANKING » WEST #1

GOVERNOR: Jay Inslee

DOT COMMISSIONER: Lynn Peterson

BICYCLE/PEDESTRIAN COORDINATOR: Ian Macek

STATE ADVOCACY GROUP: Bicycle Alliance of Washington

CATEGORY SCORES

SCORING: 5 = HIGH 1 = LOW

5 LEGISLATION AND ENFORCEMENT

4 POLICIES AND PROGRAMS

3 INFRASTRUCTURE AND FUNDING

5 EDUCATION AND ENCOURAGEMENT

3 EVALUATION AND PLANNING

TOP 10 SIGNS OF SUCCESS

	PEOPLE COMMUTING BY BIKE (MORE THAN 1%)
	SAFE PASSING/VULNERABLE ROAD USER LAW
	COMPLETE STREETS POLICY
	DEDICATED STATE FUNDING
	ACTIVE STATE ADVOCACY GROUP
	STATE BICYCLE PLAN (ADOPTED 2003 OR LATER)
	SHARE THE ROAD CAMPAIGN
	BICYCLE EDUCATION FOR POLICE
	BICYCLE SAFETY EMPHASIS IN STRATEGIC HIGHWAY SAFETY PLAN
	TOP 10 STATE FOR CONGESTION MITIGATION AND AIR QUALITY SPENDING

TOP TIP

Utilize all MAP-21 funding programs - including TAP, HSIP, CMAQ, STP, and Section 402 - to include biking and walking in all transportation projects.

FEEDBACK

- Adopt a safe passing law with a minimum distance of 3 feet to address bicyclist safety.
- Washington is a leader in using TE/TA funds for bicycle and pedestrian projects, but there is still room for improvement in using STP, HSIP and CMAQ funds.
- Protect and expand dedicated state funding and, to the extent possible, federal funding, for Safe Routes to School programs and projects.
- Focus on fully implementing and funding priority projects in the state's existing bike/ped plan. Identify and update bicycle projects for inclusion in the STIP as per the state bike/ped plan.
- Determine barriers that people face when bicycling and implement a comprehensive strategy to increase ridership
- The statewide bicycle advisory committee should meet more consistently (at least annually) in order to increase its impact.
- Improve data collection for bicycle travel and safety. Currently, the state spends a minimal amount for a once-in-a-year volunteer bicycle and pedestrian count. Similarly, significant gaps exist in crash data collection.
- Better account for and elucidate the state transportation projects that include non-motorized facilities. There needs to be a better threshold or accounting for what is actually included in projects.
- Balance state transportation investments to better reflect mode share and safety needs; bike/ped is 13% of trips and 16% of serious injury and death, but receives <0.5% of state investments.
- Legislature should improve local transportation funding options to include non-motorized investments.

The Bicycle Friendly States ranking is based on a comprehensive survey completed by state departments of transportation and state bicycling advocates. It asks comprehensive questions across 5 categories: Legislation and Enforcement, Policies and Programs, Infrastructure and Funding, Education and Encouragement, Evaluation and Planning. The results listed above provide only a snap shot of the full application. They are intended to offer some ideas for further growth in bicycle friendliness. For more information, visit www.bikeleague.org/states or contact Nicole Wynands at (202)-822-1333 or nicole@bikeleague.org.