



BICYCLE FRIENDLY STATE REPORT CARD

WASHINGTON

RANKED

1

OF 50

STATE ADVOCACY GROUP:
CASCADE BICYCLE CLUB;
WASHINGTON BIKES

Successes & Suggestions

The Bicycle Friendly State report card is based on over 100 data points for each state and input from state agencies and advocates. Based on the information we obtained for Washington, the League of American Bicyclists believes the following actions will improve the safety, comfort, and accessibility of bicycling in Washington.

The Washington State DOT and legislature should work together to identify improvements in speed management policies that can prioritize injury minimization. This may involve revising traffic engineering studies and statutory speed limit laws as well as assessing current speed limits and design speed-related guidance for roadways designs.

As a long-time leader in bicycling and walking, it is exciting to see the Washington State DOT working on a new statewide bicycle and pedestrian plan. The plan should reflect the long record of leadership for the state and provide a roadmap toward more complete networks, staffing and budget levels, and the development of any tools necessary to accomplish statewide improvements in bicycling and walking.

Continue efforts to develop a complete inventory of all active transportation and ADA facilities and other assets to enable the agency to appropriately manage, maintain and connect facilities.

Adopt a law that allows people biking to treat stop signs as yield signs. This type of law has been adopted in Arkansas, Delaware, Idaho, and Oregon.

The state should increase funding for bicycling and walking, with a focus on ensuring that communities throughout the state have the resources and capacity necessary to make transformative investments in bicycle and pedestrian networks.

Leadership in Washington should take steps to make health a core part of the Washington State DOT's mission and ensure that community and public health is an important part of transportation project prioritization and development.

In 2018, Washington set a safety target [https://safety.fhwa.dot.gov/hsp/spm/state_safety_targets/] that anticipates no change in the number of non-motorized fatalities and serious injuries. For 2019, the Washington DOT changed its method for setting targets based on their goal achieve zero fatal and serious crashes by 2030. This type of Vision Zero informed target setting is rare and hopefully more states follow this path.

Install a Protected Bike Lane on a state-owned road.

Ensure that state guidelines, plans, policies, or other documents are updated so that they are consistent with and make it routine to implement your state's bike plan or bicycle and pedestrian plan.

The FHWA has an ongoing project for Developing National Bicycle Facility Inventory Data. Washington should coordinate with FHWA and other states to create an inventory of bicycle facilities so that data can inform asset management practices and future improvements.

	Infrastructure & Funding	B-
	Education & Encouragement	B
	Legislation & Enforcement	B
	Policies & Programs	A
	Evaluation & Planning	B+

Get the full breakdown of each category and grade average on the next page.

Bicycle Friendly Actions bikeleague.org/bicycle-friendly-actions	Action Taken?
Complete Streets Law / Policy	✓
Safe Passing Law (3ft+)	New in 2019
Statewide bike plan last 10 years	In Progress
2% or more federal funds on bike/ped	✓
Bicycle Safety Emphasis Area	✓


Federal Data on Biking		Rank
Ridership	0.9% of commuters biking to work	9/50
Safety	4.5 fatalities per 10K bike commuters ⁱⁱ	11/50
Spending	\$2.70 per capita FHWA spending on biking and walking ⁱⁱⁱ	29/50


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


ⁱⁱ 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.


ⁱⁱⁱ 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.


Category Breakdown: WASHINGTON

 Infrastructure & Funding Ranked 14 of 50 States B-	
DESIGN AND EXISTENCE OF INFRASTRUCTURE Has the state made it easy to build bicycle infrastructure and installed a variety of infrastructure on state facilities?	C+
STATE TRANSPORTATION FUNDING Does the state allocate funding to bicycling or limit state funding for bicycling?	B-
USE OF FEDERAL TRANSPORTATION FUNDING Does the state take advantage of available federal funding for biking and walking?	B
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?	B-

 Policies & Programs Ranked 3 of 50 States A	
COMPLETE STREETS Does the state have a complete streets policy and processes to support its implementation?	A
DESIGN AND ACCESS POLICIES Does the state have policies in place to ensure good design and access for people who bike and walk?	A
STATE OF PRACTICE DEVELOPMENT Does the state support trainings on bicycle and pedestrian infrastructure and complete streets implementation?	A
SUSTAINABLE TRANSPORTATION POLICIES Does the state work incorporate multi-disciplinary considerations in the development and implementation of transportation projects?	B-

 Education & Encouragement Ranked 6 of 50 States B	
STATE DOT EDUCATION & ENCOURAGEMENT SUPPORT Does the state DOT support bicycling and walking events and education materials?	A
MODE SHARE & ADVOCACY Do people bike to work and are they organized to advocate for improvements?	B

 Evaluation & Planning Ranked 5 of 50 States B+	
STATE DOT BICYCLE & PEDESTRIAN PLANS Does the state have a bicycle and/or pedestrian plan and does that plan follow best practices?	B
BICYCLE AND PEDESTRIAN SAFETY Has the state made bicyclist and pedestrian safety an emphasis and what does data say about safety?	B
UNDERSTANDING PEOPLE WHO BIKE AND WALK Does the state have programs in place to collect data on people who walk and bike?	B+
FORMAL USER GROUP ENGAGEMENT Does the state have an official Bicycle and/or Pedestrian Advisory Committee and does it follow best practices?	A

 Legislation & Enforcement Ranked 4 of 50 States B	
LAWS THAT REGULATE DRIVER BEHAVIOR AND METHODS OF ENFORCEMENT Does the state have strong comprehensive distracted driving laws and allow photo enforcement?	B+
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?	C+
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?	A

SEE THE BICYCLE FRIENDLY STATE DATABASE MAP:
BIKELEAGUE.ORG/BFA/AWARDS

The Bicycle Friendly State ranking is based on a comprehensive survey completed by state departments of transportation and state bicycling advocates. For more information, visit bikeleague.org/states or contact Ken McLeod at (202)-822-1333 or ken@bikeleague.org.

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