



TOTAL COUNTS
BICYCLE FRIENDLY COMMUNITIES 18
BICYCLE FRIENDLY BUSINESSES 46
BICYCLE FRIENDLY UNIVERSITIES 1

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

WASHINGTON

STATE ADVOCACY GROUPS: CASCADE BICYCLE CLUB AND WASHINGTON BIKES

Summary

Why is Washington the #1 Bicycle Friendly State and how has it stayed #1 for every year of the BFS program since 2008? Washington state has consistent Top 10 scores in each category, complemented by strong federal data indicators.

Washington does have some obvious areas for improvement that may lead to a slip in its ranking as Minnesota (#2) continues to push forward:

1. Washington ranks low according to per capita federal spending on bicycling and walking, although it is in the top 10 for federal spending on bicycling and walking as a percentage of all federal transportation spending.

2. Washington does not have a safe passing law that defines a safe distance for a car or truck overtaking a bicyclist, although its law does clearly articulate that a safe distance is required when passing a bicyclist or pedestrian. Somewhat oddly, Washington law does define a safe distance as at least three feet in the specific context of a motorcyclist overtaking a bicyclist in the same lane. Expanding this definition of safe passing distance would promote consistency.

For 2017, Washington maintains its #1 ranking thanks in part due to a 16-year funding package, passed in 2016, that includes over \$20 million in additional funding per year for bicycling and walking projects, and the creation in 2017 of a new statewide Division of Active Transportation. These two changes continue Washington's leadership and set the state up for continued success in improving the safety and mobility of people who bike and walk.

Feedback Points

Washington state continues to show its leadership in improving conditions for people who bike and walk. This leadership can be seen by Washington State DOT creating a new Active Transportation Division, becoming the first state agency to place biking and walking on equal footing with the other modes in overall agency organization. The Division is a strong complement to the roughly \$20 million per year in additional funding that the Washington legislature has committed to bicycling and walking over the next 16 years. Together these changes provide an ongoing basis for Washington's continued leadership on bicycling issues at the state level.

The process for updating Washington's Bicycle and Pedestrian plan, last updated in 2008, will begin soon. With the recent creation of the Active Transportation Division and significant new funding for biking and walking, this is an ideal time for an update that will create actionable policy and investment priorities that put these new resources to good use and solidifies a culture change within the Washington state DOT that sees active transportation as a key goal of the organization.

>> Feedback Continued on Page 3

Comparison States table with columns: National (Overall), Western Region (out of 13). Rows: 1. Washington, 2. Minnesota, 3. California, 4. Massachusetts, 5. Oregon.

Categories table with columns: Categories, Rank out of 50. Rows: Infrastructure & Funding (2), Education & Encouragement (7), Legislation & Enforcement (3), Policies & Programs (2), Evaluation & Planning (4).

Bicycle Friendly Actions table with columns: Action, Status. Rows: Complete Streets Law / Policy, Safe Passing Law (3ft+), Statewide bike plan last 10 years, 2% or more fed funds on bike/ped, Bicycle Safety Emphasis Area.

Federal Data on Biking table with columns: Category, Value, Rank. Rows: Ridership (0.9% of commuters, 10/50), Safety (3.7 fatalities, 11/50), Spending (\$2.34 per capita, 28/50).


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.





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.

 <b>Infrastructure &amp; Funding</b> Ranked 2 <sup>nd</sup> of 50 States	
<b>Design and Existence of Infrastructure</b> Has the state made it easy to build bicycle infrastructure and installed a variety of infrastructure on state facilities?	<b>35/38 pts</b>
<b>State Transportation Funding</b> Does the state report that funding is allocated to bicycling?	<b>28/28 pts</b>
<b>Use of Federal Transportation Funding</b> Does the state take advantage of available federal funding for biking and walking?	<b>11/16 pts</b>
<b>Planned and Recently Built Bicycle &amp; Pedestrian Facilities</b> How many lane miles of bicycle and pedestrian facilities has the state reportedly planned to build and built?	<b>10/10 pts</b>
<b>State Transportation Funding Restrictions</b> Does the state have any policies that limit the ability to fund bicycling and walking infrastructure?	<b>7/8 pts</b>
Total of Possible 100 Points: <b>91/100 pts</b>	

 <b>Policies &amp; Programs</b> Ranked 2 <sup>nd</sup> of 50 States	
<b>Complete Streets</b> Does the state have a complete streets policy and processes to support its implementation?	<b>51/56 pts</b>
<b>Design and Access Policies</b> Does the state have policies in place to ensure good design and access for people who bike and walk?	<b>25/25 pts</b>
<b>State of Practice Development</b> Does the state support trainings on bicycle and pedestrian infrastructure and complete streets implementation?	<b>13/13 pts</b>
<b>Sustainable Transportation Policies</b> Does the state work incorporate multi-disciplinary considerations in the development and implementation of transportation projects?	<b>6/6 pts</b>
Total of Possible 100 Points: <b>95/100 pts</b>	

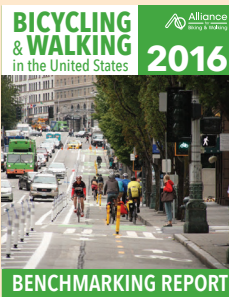
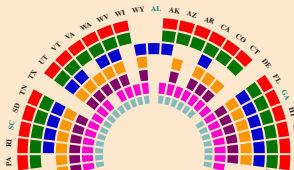
 <b>Education &amp; Encouragement</b> Ranked 7 <sup>th</sup> of 50 States	
<b>State DOT Education &amp; Encouragement Support</b> Does the state DOT support bicycling and walking events and education materials?	<b>35/35 pts</b>
<b>Mode Share</b> Do many people bike to work and is that number increasing relative to other modes?	<b>13/30 pts</b>
<b>Driver Education Requirements</b> Does the state require drivers to answer questions about bicyclist safety as part of the driver's licensing test?	<b>10/20 pts</b>
<b>Advocacy</b> Does the state have a bicycle advocacy group that is a member of the League of American Bicyclists or was identified by the state?	<b>15/15 pts</b>
Total of Possible 100 Points: <b>73/100 pts</b>	

 <b>Evaluation &amp; Planning</b> Ranked 4 <sup>th</sup> of 50 States	
<b>State DOT Bicycle &amp; Pedestrian Plans</b> Does the state have a bicycle and/or pedestrian plan and does that plan follow best practices?	<b>46/48 pts</b>
<b>Bicycle and Pedestrian Safety</b> Has the state made bicyclist and pedestrian safety an emphasis and what does data say about safety?	<b>31/34 pts</b>
<b>Understanding People who Bike and Walk</b> Does the state have programs in place to collect data on people who walk and bike?	<b>10/10 pts</b>
<b>Formal User Group Engagement</b> Does the state have an official Bicycle and/or Pedestrian Advisory Committee and does it follow best practices?	<b>0/8 pts</b>
Total of Possible 100 Points: <b>87/100 pts</b>	

 <b>Legislation &amp; Enforcement</b> Ranked 3 <sup>rd</sup> of 50 States	
<b>Laws that regulate driver behavior and methods of enforcement</b> Does the state have strong comprehensive distracted driving laws and allow photo enforcement?	<b>34/37 pts</b>
<b>Laws that restrict the behavior of people who bike and walk</b> How does the state unnecessarily restrict the behavior of people who bike and walk? (low points = more restrictions)	<b>20/28 pts</b>
<b>Laws that create protections for people who bike and walk</b> Does the state have laws that provide specific protections for people who bike and walk?	<b>18/25 pts</b>
<b>Laws that influence the built environment</b> Does the state allow speed limits of 20 mph or less?	<b>10/10 pts</b>
Total of Possible 100 Points: <b>82/100 pts</b>	


**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](http://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)

# #1

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## Feedback Points, CONTINUED

### >> Cont'd from Page 1

Washington state has set a bold goal of zero fatal and serious injury bicycle and pedestrian collisions by 2030. However, recent data shows a slight increase in the rate of bicyclist fatalities on a per capita and per bike commuter basis. Additional efforts are needed to ensure the causes for these increases are understood and addressed. The creation of the Cooper Jones Bicycle Safety Advisory Council is a great step towards improving understanding of bicyclist safety and engaging departments beyond the state DOT in bicyclist safety.



### 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.

>> ADD YOUR MOMENTUM AT [BIKELEAGUE.ORG/JOIN](http://BIKELEAGUE.ORG/JOIN)

### 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](mailto:education@bikeleague.org).

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