**WASHINGTON**

**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**

<table>
<thead>
<tr>
<th>Category</th>
<th>Score</th>
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<tbody>
<tr>
<td>Legislation and Enforcement</td>
<td>5</td>
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<tr>
<td>Policies and Programs</td>
<td>4</td>
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<tr>
<td>Infrastructure and Funding</td>
<td>3</td>
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**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 snapshot 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](http://www.bikeleague.org/states) or contact Nicole Wynands at (202)-822-1333 or nicole@bikeleague.org.