



Past Accomplishments

The Bicycle Alliance of Washington has worked for more than 20 years on behalf of bicyclists around the state. While local advocates work with their cities and counties to get bike-friendly facilities and policies, it is our mission to make sure state laws and policies support those efforts.

Here's a summary of our successes since 2006:

Safe Routes to School. A 2006 Transportation Enhancements grant from the Washington State Department of Transportation enabled us to form the [Center for Safe Routes to School in Washington State](#) in cooperation with Feet First. We have offered teacher and community trainings around the State and gathered together resources on the web.

Washington State Department of Transportation. Both urban and rural state highways are very important to cyclists. They can either be a great way to travel or a major barrier. The Bicycle Alliance talks regularly with WSDOT leaders and our state's Bicycle and Pedestrian Program Manager and staff. We have addressed policy issues such as the state's attempt to regulate bicycle events on state highways and supported the new law defining the department's goals as planning for "the predictable movement of goods and people" and enhancing "Washington's quality of life through transportation investments that promote energy conservation, enhance healthy communities and protect the environment."

We worked on the development of the **State Bike Plan**, adopted in 2008, with our comments focused on making the plan both accurate regarding current conditions and actionable for future improvements.

We continue to monitor the state's use of **rumblestrips**, which when misapplied (as they were recently on Hwy. 101 and elsewhere) make it dangerous for cyclists to ride on the shoulder.

Safe Passing. The Bicycle Alliance has worked successfully for many years to promote and legislate safe passing behavior by motorists. Several years ago after an unnecessary cyclist death near Walla Walla, we amended safe passing legislation to apply to oncoming cars. We continue to work to amend the law to define the safe passing distances to help educate motorists and law enforcement about how much is enough room when passing a cyclist.

Drivers' Education. Thanks to Bicycle Alliance efforts working with the Department of Licensing and the Superintendent of Public Instruction, both public and private traffic safety education courses must include information on safely sharing the road with bicyclists and pedestrians. After a tragic bike racing death several years ago, we pushed through the Cooper Jones Act, which added information on state bike laws and bike safety to the Drivers Manual,

requires re-testing of drivers involved in bicycle or pedestrian fatalities and sets aside state money for bike safety education. A question about state bike laws is included in the drivers' test on a rotating basis.

Rails to Trails. The Bicycle Alliance has been a major supporter of trail efforts in both eastern and western Washington. We are a member of the "Friends of the Centennial Trail" and "Fish Lake Trail" coalitions in Spokane and have supported King County's efforts in developing the East Lake Sammamish and Burke Gilman trails. Of equal importance, we have been a watch dog to ensure the state does not make it harder to turn abandoned rail corridors into trails. We have successfully opposed bills that would have done so in each of the past few years.

Distracted Drivers. The Bicycle Alliance supported legislation prohibiting talking or texting on cell phones while driving, and the state's intermediate driver's license program that sets limits on drivers until they reach 18.

Share the Road license plate. Washington bicyclists can help support cycling even when they drive thanks to this custom license plate with the "share the road" message. A portion of every plate's cost goes to the Bicycle Alliance. We have used the funds to print and distribute "Share the Road" fact sheets for drivers and to support our other safety, education and advocacy efforts on behalf of cyclists.

Growth Management. Thanks to an amendment to the Growth Management Act which we supported several years ago, city and county comprehensive plans must now include an inventory of bicycle and pedestrian facilities. With help from local advocates, such plans can become springboards to more complete non-motorized networks. We've also supported legislation to require that cities consider health and environmental (climate change) factors when approving development.

Find out more at: www.bicyclealliance.org