

FINAL BILL REPORT

SHB 1700

C 67 L 12
Synopsis as Enacted

Brief Description: Modifying the requirements related to designing various transportation projects.

Sponsors: House Committee on Transportation (originally sponsored by Representatives Fitzgibbon, Angel, Appleton, Armstrong, Rolfes, Johnson, Clibborn, Rivers, Reykdal, Ormsby, Upthegrove, Liias, Billig and Moeller).

House Committee on Transportation
Senate Committee on Transportation

Background:

Cities, towns, and counties are allowed to use funds available for street or road construction, maintenance, or improvement for building, improving, or maintaining bicycle facilities such as paths, lanes, roadways, or routes. If funds are used for bicycle improvements, they must be expended for suitable bicycle transportation purposes and not solely for recreational purposes. Furthermore, bicycle facilities constructed or modified after June 10, 1982, must meet or exceed the Department of Transportation's (DOT) standards. Design standards for bicycle and pedestrian facilities are included in the DOT's design manual.

There are two design standards committees, one that focuses on city or town street design standards and one that focuses on county design standards.

Executive Order E 1028, adopted by the Secretary of the DOT on November 24, 2003, directs the DOT employees to implement a context sensitive solutions approach for all DOT projects. A context sensitive solutions approach means that the DOT employees working on projects and facilities should engage affected communities, assure the transportation objectives are clearly described and discussed with the local communities, recognize and address community and citizen concerns, and ensure the project is a safe facility for both the user and community.

The DOT's Office of Highways and Local Programs and the State Design Engineer are responsible for carrying out this executive order. Approaches to context sensitive solutions design include a publication by the Institute of Transportation Engineers' (ITE) entitled *Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable*

This analysis was prepared by non-partisan legislative staff for the use of legislative members in their deliberations. This analysis is not a part of the legislation nor does it constitute a statement of legislative intent.

Communities as well as the *Geometric Design of Highways and Streets* published by the American Association of State Highway and Transportation Officials (AASHTO). The AASHTO also publishes a bicycle guide and a pedestrian guide.

Summary:

The design standards committees are required to adopt standards for bicycle and pedestrian facilities by July 1, 2012. After December 31, 2012, cities and counties are required to meet or exceed the standards adopted by the design standards committee when constructing or modifying bicycle and pedestrian facilities. In addition to bicycle facilities, cities and counties are allowed to use funds for street or road projects for pedestrian improvement projects.

Votes on Final Passage:

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|--------|----|----|-------------------|
| House | 67 | 31 | |
| House | 63 | 32 | |
| Senate | 43 | 6 | (Senate amended) |
| House | 62 | 33 | (House concurred) |

Effective: June 7, 2012