

SENATE BILL REPORT

HB 1129

As of March 9, 2011

Title: An act relating to a bicycle and pedestrian traffic safety curriculum.

Brief Description: Including a bicycle and pedestrian traffic safety curriculum in certain traffic schools and safety courses.

Sponsors: Representatives Klippert, Lias, Billig, Rolfes, Fitzgibbon, Reykdal, Ryu, Finn and Moscoso.

Brief History: Passed House: 2/07/11, 92-0.

Committee Activity: Transportation: 3/09/11.

SENATE COMMITTEE ON TRANSPORTATION

Staff: Katherine Taylor (786-7434)

Background: Currently, individuals may defer one moving and one non-moving traffic or traffic-related violation every seven years. As a condition of this deferral, courts may impose such conditions as the court feels appropriate, which often includes attendance at a driver improvement school or traffic school. If the individual meets all of the required conditions and has not committed another infraction, the court may dismiss the infraction at the end of the deferral period.

The purpose of traffic schools is to instruct, educate, and inform all persons appearing for training in the proper, lawful, and safe operation of motor vehicles, including but not limited to rules of the road and the limitations of persons, vehicles, and bicycles and roads, streets, and highways under varying conditions and circumstances.

Any city or town and the county in which it is located are authorized, as may be agreed between the respective governing bodies of the city or town and county, to establish a traffic school. The traffic school must be under the control and supervision of the board of county commissioners.

Summary of Bill: Jurisdictions that conduct traffic schools in connection with a condition of a deferral, sentence, or penalty for a traffic infraction or a traffic-related criminal offense are required to utilize the curriculum for driving safely among bicyclists and pedestrians

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.

approved by the Department of Licensing. This curriculum requirement does not require that more than 30 minutes be devoted to the bicycle and pedestrian curriculum.

Appropriation: None.

Fiscal Note: Available.

Committee/Commission/Task Force Created: No.

Effective Date: Ninety days after adjournment of session in which bill is passed.

Staff Summary of Public Testimony: PRO: Bicycle and pedestrian safety curriculum is a useful tool for protecting bicycle and pedestrian communities, there is no cost to the state, and this is a safety investment.

Persons Testifying: PRO: Callie Dolwick, Transportation Choices Coalition; Brian Faller, Bicycle Alliance of Washington.