

SENATE BILL REPORT

SHB 1700

As of March 22, 2011

Title: An act relating to modifying the requirements related to designing various transportation projects.

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).

Brief History: Passed House: 3/05/11, 67-31.

Committee Activity: Transportation: 3/21/11.

SENATE COMMITTEE ON TRANSPORTATION

Staff: Amanda Cecil (786-7429)

Background: The Washington State Department of Transportation (WSDOT) or local jurisdiction may fund non-motorized transportation facilities using fuel tax revenues if the project increases motor vehicle safety. Additionally, cities and counties are authorized to use funds available for transportation projects for bicycle improvements.

WSDOT and local jurisdictions are generally required to spend between 0.3 and 0.42 percent of the total amount received from the motor vehicle fund on facilities for non-motorized transportation.

For the purposes of chapter 47.30 RCW, non-motorized paths and trails are deemed to be for highway, road, and street purposes.

Both cities and counties have a design standards committee that adopts uniform design standards for the primary roads within their jurisdiction.

Summary of Bill: Cities are authorized to use funds available for transportation projects for pedestrian improvement projects.

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.

The design standards committees for both cities and counties must adopt standards for bicycle and pedestrian facilities

When making improvements to a state highway that is also a main streets, WSDOT must consult with local jurisdictions and consider the needs of all users by applying design solution that are consistent with reports and publications such as the "Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities" from the Institute of Transportation Engineers.

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: The current standards for bicycle and pedestrian facilities are either out dated or non existent. This bill will make things easier for local governments by updating the guidelines.

Persons Testifying: PRO: Representative Fitzgibbon, prime sponsor; Carrie Dolwick, Transportation Choices Coalition.