
HOUSE BILL 1700

State of Washington

62nd Legislature

2011 Regular Session

By Representatives Fitzgibbon, Angel, Appleton, Armstrong, Rolfes, Johnson, Clibborn, Rivers, Reykdal, Ormsby, Upthegrove, Liias, Billig, and Moeller

Read first time 01/31/11. Referred to Committee on Transportation.

1 AN ACT Relating to modifying the requirements related to designing
2 various transportation projects; amending RCW 35.75.060 and 36.82.145;
3 adding a new section to chapter 35.78 RCW; adding a new section to
4 chapter 47.04 RCW; and creating a new section.

5 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

6 NEW SECTION. **Sec. 1.** It is the intent of the legislature that the
7 Washington state department of transportation shall provide for the
8 needs of drivers, public transportation vehicles and patrons,
9 bicyclists, and pedestrians of all ages and abilities in all planning,
10 programming, design, construction, reconstruction, retrofit,
11 operations, and maintenance activities and products.

12 It is also the intent of the legislature that the department shall
13 view all transportation improvements as opportunities to improve
14 safety, access, and mobility for all travelers in Washington and
15 recognize bicycle, pedestrian, and transit modes as integral elements
16 of the transportation system.

17 The increase in Washington's older adult population, which is up to
18 forty percent of total population in some counties, increases the need

1 for locally based transportation options and a statewide transportation
2 system less reliant on the automobile.

3 Washington is committed to providing community-based options for
4 individuals with disabilities who require access to a broader range of
5 transportation options.

6 Washington believes the full integration of all modes in the design
7 of streets and roadways will increase the capacity and efficiency of
8 the road network, reduce traffic congestion, improve mobility options,
9 and limit greenhouse gas emissions.

10 Washington believes regular walking and bicycling improves physical
11 health, increases mental well-being, and helps reduce the risk of
12 cardiovascular disease, Type 2 diabetes, some cancers, and other
13 chronic diseases. Increased physical activity is also critical to
14 combating the obesity crisis in Washington.

15 **Sec. 2.** RCW 35.75.060 and 1982 c 55 s 1 are each amended to read
16 as follows:

17 Any city or town may use any funds available for street or road
18 construction, maintenance, or improvement for building, improving, and
19 maintaining bicycle paths, lanes, roadways, and routes, and for
20 improvements to make existing streets and roads more suitable and safe
21 for bicycle traffic: PROVIDED, That any such paths, lanes, roadways,
22 routes, or streets for which any such street or road funds are expended
23 shall be suitable for bicycle transportation purposes and not solely
24 for recreation purposes. Bicycle facilities constructed or modified
25 after June 10, 1982, shall meet or exceed the standards of the state
26 department of transportation, the American association of state highway
27 and transportation officials bicycle guide as it exists on the
28 effective date of this section or a subsequent date as may be provided
29 by the city or town consistent with the purposes of this section, the
30 American association of state highway and transportation officials
31 geometric design of highways and streets as it exists on the effective
32 date of this section or a subsequent date as may be provided by the
33 city or town consistent with the purposes of this section, or an
34 equivalent design guide as may be provided by the city or town
35 consistent with the purposes of this section.

1 NEW SECTION. **Sec. 3.** A new section is added to chapter 35.78 RCW
2 to read as follows:

3 Any city or town may use any funds available for street or road
4 construction, maintenance, or improvement for building, improving, and
5 maintaining a pedestrian right-of-way and for improvements to make
6 existing streets and roads more suitable and safe for pedestrian
7 travel. Any such paths, lanes, roadways, routes, or streets for which
8 any such street or road funds are expended must be suitable for
9 pedestrian travel purposes and not solely for recreation purposes. A
10 pedestrian right-of-way constructed or modified after July 1, 2011,
11 must meet or exceed the standards of the state department of
12 transportation, the American association of state highway and
13 transportation officials pedestrian guide as it exists on the effective
14 date of this section or a subsequent date as may be provided by the
15 city or town consistent with the purposes of this section, the American
16 association of state highway and transportation officials geometric
17 design of highways and streets as it exists on the effective date of
18 this section or a subsequent date as may be provided by the city or
19 town consistent with the purposes of this section, or an equivalent
20 design guide as may be provided by the city or town consistent with the
21 purposes of this section.

22 **Sec. 4.** RCW 36.82.145 and 1982 c 55 s 3 are each amended to read
23 as follows:

24 Any funds deposited in the county road fund may be used for the
25 construction, maintenance, or improvement of bicycle paths, lanes,
26 routes, and roadways, and for improvements to make existing streets and
27 roads more suitable and safe for bicycle traffic. Bicycle facilities
28 constructed or modified after June 10, 1982, shall meet or exceed the
29 standards of the state department of transportation, the American
30 association of state highway and transportation officials bicycle guide
31 as it exists on the effective date of this section or a subsequent date
32 as may be provided by the city or town consistent with the purposes of
33 this section, the American association of state highway and
34 transportation officials geometric design of highways and streets as it
35 exists on the effective date of this section or a subsequent date as
36 may be provided by the city or town consistent with the purposes of

1 this section, or an equivalent design guide as may be provided by the
2 city or town consistent with the purposes of this section.

3 NEW SECTION. **Sec. 5.** A new section is added to chapter 47.04 RCW
4 to read as follows:

5 When constructing, reconstructing, retrofitting, maintaining,
6 altering, or repairing any streets, bridges, or other portions of the
7 transportation network, the department must, for street projects
8 initially planned or scoped after July 1, 2011:

9 (1) Consult with local jurisdictions in the scoping, design, and
10 planning phases. Consultation with local jurisdictions must include
11 public outreach and meetings with interested stakeholders in the
12 predesign phase for the purpose of clarifying community goals and
13 priorities through community design exercises prior to developing any
14 designs or visualizations; and

15 (2) Consider the needs of all users by applying design solutions
16 consistent with the "Context Sensitive Solutions in Designing Major
17 Urban Thoroughfares for Walkable Communities" from the institute of
18 transportation engineers as it exists on the effective date of this
19 section or a subsequent date as may be provided by the department by
20 rule, consistent with the purposes of this section. For the purposes
21 of this subsection, "all users" means bicyclists, pedestrians, transit
22 users, and motorists of all ages and abilities, including children,
23 youth, families, older adults, seniors, individuals with disabilities,
24 and movers of commercial goods.

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