

CERTIFICATION OF ENROLLMENT

SUBSTITUTE HOUSE BILL 1700

62nd Legislature
2012 Regular Session

Passed by the House March 3, 2012
Yeas 62 Nays 33

Speaker of the House of Representatives

Passed by the Senate February 28, 2012
Yeas 43 Nays 6

President of the Senate

Approved

Governor of the State of Washington

CERTIFICATE

I, Barbara Baker, Chief Clerk of the House of Representatives of the State of Washington, do hereby certify that the attached is **SUBSTITUTE HOUSE BILL 1700** as passed by the House of Representatives and the Senate on the dates hereon set forth.

Chief Clerk

FILED

**Secretary of State
State of Washington**

SUBSTITUTE HOUSE BILL 1700

AS AMENDED BY THE SENATE

Passed Legislature - 2012 Regular Session

State of Washington 62nd Legislature 2012 Regular Session

By House Transportation (originally sponsored by Representatives Fitzgibbon, Angel, Appleton, Armstrong, Rolfes, Johnson, Clibborn, Rivers, Reykdal, Ormsby, Upthegrove, Lias, Billig, and Moeller)

READ FIRST TIME 02/17/11.

1 AN ACT Relating to modifying the requirements related to designing
2 various transportation projects; amending RCW 35.75.060, 35.78.030,
3 36.82.145, and 43.32.020; adding a new section to chapter 35.78 RCW;
4 adding a new section to chapter 36.82 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~~) December 31, 2012, shall meet or exceed the
26 standards (~~of the state department of transportation~~) adopted by the
27 design standards committee under RCW 35.78.030.

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

30 Any city or town may use any funds available for street or road
31 construction, maintenance, or improvement for building, improving, and
32 maintaining a pedestrian right-of-way and for improvements to make
33 existing streets and roads more suitable and safe for pedestrian
34 travel. Any such paths, lanes, roadways, routes, or streets for which
35 any such street or road funds are expended must be suitable for
36 pedestrian travel purposes and not solely for recreation purposes. A

1 pedestrian right-of-way constructed or modified after December 31,
2 2012, must meet or exceed the standards adopted by the design standards
3 committee under RCW 35.78.030.

4 **Sec. 4.** RCW 35.78.030 and 1965 c 7 s 35.78.030 are each amended to
5 read as follows:

6 (1) The design standards committee shall from time to time adopt
7 uniform design standards for major arterial and secondary arterial
8 streets.

9 (2) By July 1, 2012, and from time to time thereafter, the design
10 standards committee shall adopt standards for bicycle and pedestrian
11 facilities.

12 **Sec. 5.** RCW 36.82.145 and 1982 c 55 s 3 are each amended to read
13 as follows:

14 Any funds deposited in the county road fund may be used for the
15 construction, maintenance, or improvement of bicycle paths, lanes,
16 routes, and roadways, and for improvements to make existing streets and
17 roads more suitable and safe for bicycle traffic. Bicycle facilities
18 constructed or modified after (~~June 10, 1982~~) December 31, 2012,
19 shall meet or exceed the standards (~~of the state department of~~
20 ~~transportation~~) adopted by the design standards committee under RCW
21 43.32.020.

22 NEW SECTION. **Sec. 6.** A new section is added to chapter 36.82 RCW
23 to read as follows:

24 Any county may use any funds available for street or road
25 construction, maintenance, or improvement for building, improving, and
26 maintaining a pedestrian right-of-way and for improvements to make
27 existing streets and roads more suitable and safe for pedestrian
28 travel. Any such paths, lanes, roadways, routes, or streets for which
29 any such street or road funds are expended must be suitable for
30 pedestrian travel purposes and not solely for recreation purposes. A
31 pedestrian right-of-way constructed or modified after December 31,
32 2012, must meet or exceed the standards adopted by the design standards
33 committee under RCW 43.32.020.

1 **Sec. 7.** RCW 43.32.020 and 1965 c 8 s 43.32.020 are each amended to
2 read as follows:

3 (1) On or before January 1, 1950, and from time to time thereafter,
4 the design standards committee shall adopt uniform design standards for
5 the county primary road systems.

6 (2) By July 1, 2012, and from time to time thereafter, the design
7 standards committee shall adopt standards for bicycle and pedestrian
8 facilities.

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