

SENATE BILL REPORT

HB 2587

As Reported by Senate Committee On:
Agriculture, Water, Natural Resources & Parks, February 28, 2020

Title: An act relating to establishing a program for the designation of state scenic bikeways.

Brief Description: Establishing a program for the designation of state scenic bikeways.

Sponsors: Representatives Ramel, Shewmake, Duerr, Stonier, Dufault, Doglio, Mead, Thai, Lekanoff, Fitzgibbon, Pollet, Leavitt and Davis.

Brief History: Passed House: 2/12/20, 96-1.

Committee Activity: Agriculture, Water, Natural Resources & Parks: 2/28/20, 2/28/20 [DPA-WM].

Brief Summary of Amended Bill

- Requires the Parks and Recreation Commission to establish a scenic bikeways program for the designation and promotion of bicycle routes of notable scenic, recreational, cultural, or historic value.

SENATE COMMITTEE ON AGRICULTURE, WATER, NATURAL RESOURCES & PARKS

Majority Report: Do pass as amended and be referred to Committee on Ways & Means.

Signed by Senators Van De Wege, Chair; Salomon, Vice Chair; Warnick, Ranking Member; Honeyford, McCoy, Rolfes and Short.

Staff: Karen Epps (786-7424)

Background: In 1913, the Legislature created the Washington State Board of Park Commissioners (Board) and in 1915, the Board accepted the first two donated park properties. The Legislature renamed the Board and gave the State Parks Committee the authority to acquire land for park purposes, adopt and enforce regulations for parks, and improve and beautify parks and parkways in 1921. The Legislature restructured the State Parks Committee into the Washington State Parks and Recreation Commission (Commission) in 1947. The number of state parks increased from 79 properties in 1950 to 130 properties by

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.

1960. In 1969, the Legislature further restructured the Commission, making it an all-citizen board.

The Commission consists of seven members, all appointed by the Governor with the consent of the Senate. The Commission has authorization to care, control, and supervise all parks and parkways in Washington. The State Parks system comprises approximately 138,000 acres, 124 developed parks, including 19 marine parks, 11 historical parks, 16 heritage sites, 13 interpretive centers, and more than 400 miles of recreation trails.

The Discover Pass is an annual pass that allows a vehicle to access state recreation lands owned by State Parks, the Department of Fish and Wildlife, or the Department of Natural Resources. The cost of a Discover Pass is \$30. The annual Discover Pass is transferrable between two vehicles. The cost of a day-use permit, which serves the same function as the annual pass, but is only valid for one calendar day, is \$10.

Summary of Amended Bill: The Commission must establish a scenic bikeways program for the designation and promotion of bicycle routes of notable scenic, recreational, cultural, or historic value. Scenic bikeways may be comprised of bicycle paths, multiple use trails, highways, or trail facilities managed by the Commission. The Commission may adopt rules to administer the scenic bikeways program.

Any person may propose the designation of a scenic bikeway route. Prior to designation of a route, the Commission must provide an opportunity for public comment. Proponents of routes are encouraged to consider the criteria by which the Commission will review and approve routes and consider locating routes in ways that encourages local economic development in proximity to the route. The Commission must give priority to the designation and implementation of scenic bikeways that will add variety to the geographic location, topography, route length and difficulty, and cultural, historic, scenic, and recreational value of the scenic bikeway system or that will complete existing bicycling networks.

The Commission must review proposed scenic bikeways in consultation with the Department of Transportation (DOT) and confirm that the proposed route:

- is of notable scenic, recreational, cultural, or historic value;
- is located on government or privately-owned land with consent of the governmental entity or private landowner; and
- to the extent feasible:
 - is not located on heavily trafficked roads when less-trafficked roads are available as a suitable alternative;
 - is not located on highways without shoulders or bike lanes when highways with shoulders or bike lanes are available as a suitable alternative;
 - avoids complex intersections or other locations that would reduce the ease of use of the scenic bikeway by users;
 - is colocated with locally developed bicycle-supportive infrastructure, including bike lanes, multiuse trails, greenways, or other designated bicycle routes; and
 - is designed to minimize adverse effects on adjacent landowners.

The Commission must consult with the DOT to develop signage to be placed along scenic bikeway routes. The Commission must consult with a local government legislative authority prior to designating a scenic bikeway if the scenic bikeway will be located within its jurisdiction. The Commission must promote the use of scenic bikeways on its website and may develop promotional materials that describe the bikeways and promote economic development in proximity to the bikeways. Discover Passes or day-use permits are not required to use a designated scenic bikeway, but do apply to motor vehicles that park or operate on any portion of a scenic bikeway located on recreation lands. The designation of a facility or roadway as a scenic bikeway by the Commission does not change the liability of the Commission or any other state or local government entity with respect to unintentional injury sustained by a user of a scenic bikeway.

The Commission may enter into sponsorship agreements with nonprofit entities or private businesses or entities for sponsorship signs to be displayed on designated scenic bikeways or portions of designated scenic bikeways. The Commission may establish the cost for entering into a sponsor agreement. The nonprofit entity or private business or entity must pay all costs of a display, including development, construction, installation, operation, maintenance, and removal costs. Proceeds from the sponsorship agreements must be used to fund Commission activities related to the scenic bikeways program.

EFFECT OF AGRICULTURE, WATER, NATURAL RESOURCES & PARKS COMMITTEE AMENDMENT(S):

- Requires that, prior to designating a scenic bikeway, the commission consult with a local government legislative authority if the scenic bikeway will be located within the local government's jurisdiction.

Appropriation: None.

Fiscal Note: Available.

Creates Committee/Commission/Task Force that includes Legislative members: No.

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

Staff Summary of Public Testimony on House Bill: *The committee recommended a different version of the bill than what was heard.* PRO: This bill supports rural communities, small businesses, healthy exercise, and low carbon recreation. This bill would create a systematic approach to provide folks with information about where the best bike rides are in Washington. This bill is modeled on a well regarded and successful program in Oregon where they have designated about 12 scenic bike routes. Oregon estimates there are about 89,000 people using the bikeways every year and it generates about \$12 million in tourist revenue. This bill will help bike riders enjoy all that Washington as to offer, including its beautiful landscapes, as well as support local businesses.

OTHER: This bill includes a public process to designate scenic bike trails through the Parks and Recreation Commission. Oregon has an excellent program that can be used as a model Oregon has a dedicated position to coordinate the program in order to organize public

feedback for consideration by the Oregon Parks Commission and to coordinate with state and federal agencies. This would be a good fit for the Washington Parks and Recreation Commission. The bill creates an economic development tool by increasing bicycle tourism and there will be benefits for Washington communities, including food, lodging, camping, recreation, and other tourist activities.

Persons Testifying: PRO: Representative Alex Ramel, Prime Sponsor.

OTHER: Owen Rowe, Washington State Parks and Recreation Commission/ Governmental Affairs Director.

Persons Signed In To Testify But Not Testifying: No one.