

SENATE BILL REPORT

SB 5903

As of January 31, 2022

Title: An act relating to providing multimodal transportation options at drive-up services.

Brief Description: Providing multimodal transportation options at drive-up services.

Sponsors: Senators Billig, Rivers, Das, Dhingra, Hunt, Keiser, Kuderer, Lias, Lovelett, Lovick, Nguyen, Randall, Saldaña, Trudeau and Wellman.

Brief History:

Committee Activity: Transportation: 1/31/22.

Brief Summary of Bill

- Allows multimodal transportation alternatives to access publicly or privately operated drive-up services.

SENATE COMMITTEE ON TRANSPORTATION

Staff: Jenna Forty (786-7755)

Background: There is no current prohibition to allowing drive-up service delivery to non-motorized modal options. However, operators have discretion to refuse service to clientele not accessing drive-up services in a motor vehicle. Current law is silent on modal allowances for publicly or privately operated drive-up services. Some local jurisdictions across the country have attempted to address the issue.

Summary of Bill: At publicly or privately operated drive-up services, access must be provided for other multimodal transportation alternatives. Other multimodal transportation alternatives are defined as bicyclists, pedestrians, and other nonmotor vehicle modes of transportation. If allowance of non-motorized options creates a safety hazard by mixing with vehicle traffic, an alternate lane or lanes must be provided for non-motorized modes to access drive-up services.

This analysis was prepared by non-partisan legislative staff for the use of legislative members in their deliberations. This analysis is not part of the legislation nor does it constitute a statement of legislative intent.

Appropriation: None.

Fiscal Note: Not requested.

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: PRO: Access to services and facilities has been challenging as a non-driver and has become more pronounced with the COVID 19 pandemic as businesses expand drive-up only offerings. A suggestion was offered to amend the bill using "mobility device" instead of non motorized vehicle, to accommodate all types of mobility aids.

CON: Drive through facilities were designed for motor vehicles, and are not safe for pedestrians. Adding additional conditions for expanded facilities would be onerous for many businesses.

OTHER: Request to amend the language of the bill to make services accessible for all users, and ADA compliant.

Persons Testifying: PRO: Senator Andy Billig, Prime Sponsor; Wes Mills; Lee Lambert, Washington Bikes.

CON: Mark Johnson, Washington Retail Association.

OTHER: Anna Zivarts, Disability Mobility Initiative, Disability Rights WA.

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