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**SUBSTITUTE HOUSE BILL 1700**

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**State of Washington**

**62nd Legislature**

**2011 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 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~~) July 1, 2011, 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 July 1, 2011,  
2 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 December 31, 2011, and from time to time thereafter, the  
10 design standards committee shall adopt standards for bicycle and  
11 pedestrian 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))~~ July 1, 2011, shall  
19 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 **Sec. 6.** RCW 43.32.020 and 1965 c 8 s 43.32.020 are each amended to  
23 read as follows:

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

27 (2) By December 31, 2011, and from time to time thereafter, the  
28 design standards committee shall adopt standards for bicycle and  
29 pedestrian facilities.

30 NEW SECTION. **Sec. 7.** A new section is added to chapter 47.04 RCW  
31 to read as follows:

32 When constructing, reconstructing, or making major improvements to  
33 streets described in RCW 47.24.010, the department must, for street  
34 projects initially planned or scoped after July 1, 2011:

1           (1) Consult with local jurisdictions in the scoping, design, and  
2 planning phases for the purpose of clarifying community goals as  
3 developed in the comprehensive planning process. Consultation must  
4 seek opportunities to coordinate and integrate planned community  
5 improvements and road construction through partnerships with local  
6 jurisdictions; and

7           (2) Consider the needs of all users by applying design solutions  
8 consistent with peer-reviewed, context sensitive solutions guides,  
9 reports, and publications, including the "Context Sensitive Solutions  
10 in Designing Major Urban Thoroughfares for Walkable Communities" from  
11 the institute of transportation engineers, or the American association  
12 of state highway and transportation officials geometric design of  
13 highways and streets, as each exists on the effective date of this  
14 section or a subsequent date as may be provided by the department by  
15 rule, consistent with the purposes of this section. For the purposes  
16 of this subsection, "all users" means bicyclists, pedestrians, transit  
17 users, and motorists of all ages and abilities, including children,  
18 youth, families, older adults, seniors, individuals with disabilities,  
19 and movers of commercial goods.

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