

# HOUSE BILL REPORT

## SHB 3001

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**As Passed House:**  
February 10, 2010

**Title:** An act relating to bicycle and pedestrian safety education in traffic schools.

**Brief Description:** Addressing bicycle and pedestrian safety education in traffic schools.

**Sponsors:** House Committee on Transportation (originally sponsored by Representatives Klippert, Liias, Wallace, Campbell and Simpson).

**Brief History:**

**Committee Activity:**

Transportation: 2/1/10 [DPS].

**Floor Activity:**

Passed House: 2/10/10, 97-0.

**Brief Summary of Substitute Bill**

- Requires traffic schools conducted as a condition of a deferral of an infraction to utilize the curriculum for driving safely among bicyclists and pedestrians approved by the Department of Licensing as part of the traffic school curriculum.

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### HOUSE COMMITTEE ON TRANSPORTATION

**Majority Report:** The substitute bill be substituted therefor and the substitute bill do pass. Signed by 25 members: Representatives Clibborn, Chair; Liias, Vice Chair; Roach, Ranking Minority Member; Rodne, Assistant Ranking Minority Member; Armstrong, Campbell, Driscoll, Eddy, Ericksen, Finn, Flannigan, Herrera, Johnson, Klippert, Kristiansen, Moeller, Morris, Nealey, Rolfes, Sells, Shea, Springer, Takko, Upthegrove and Williams.

**Staff:** David Munnecke (786-7315).

**Background:**

In Washington, individuals may defer one moving and one non-moving violation every seven years. As a condition of this deferral, courts may impose such conditions as the court feels

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appropriate, which often includes attendance at a driver improvement school or traffic school. If the individual meets all of the required conditions and has not committed another infraction, the court may dismiss the infraction at the end of the deferral period.

The Department of Licensing (DOL) is responsible for overseeing the commercial driver training school program. The driver instructors' advisory committee reviews and updates the curriculum for driver training schools. The DOL is responsible for providing the driver training school curriculum to each applicant for an instructor or driver training school permit. In addition to information on the safe, lawful, and responsible operation of motor vehicles, the curriculum must include information regarding the intermediate driver's license restrictions and sanctions, the effects of alcohol and drug use on motor vehicle operators, and the importance of safely sharing the road with bicycles, pedestrians, and motorcycles.

**Summary of Substitute Bill:**

Jurisdictions that conduct traffic schools as a condition of a deferral of an infraction are required to utilize the curriculum for driving safely among bicyclists and pedestrians approved by the DOL. This addition to the traffic school curriculum is limited to no more than 30 minutes in each eight-hour period.

**Appropriation:** None.

**Fiscal Note:** Available.

**Effective Date:** The bill takes effect 90 days after adjournment of the session in which the bill is passed.

**Staff Summary of Public Testimony:**

(In support) In just the last few years, individuals from the 8th legislative district have been killed while biking, jogging, or crossing the street. Overall, there are approximately 400 pedestrians and bicyclists involved in fatal or serious injury accidents every year in Washington. The Bicycle Alliance of Washington has asked that its curriculum regarding sharing the road safely with bicyclists and pedestrians be added to the traffic school curriculum. The curriculum will be provided at no cost, and will improve safety on roads for bicyclists and pedestrians across the state by educating individuals who have already shown that they are in need of education regarding lawful driving.

The Bicycle Alliance of Washington's curriculum regarding sharing the road safely with bicyclists and pedestrians is approved by the DOL and has been used in driver training schools for the last two years. The curriculum can be taught in under 30 minutes, and is currently in use in at least 12 states. Driving instructors like and use the program, and it is funded by revenue from the Bicycle License Plate Account.

(Opposed) None.

**Persons Testifying:** Representative Klippert, prime sponsor; and Brian Faller, Bicycle Alliance.

**Persons Signed In To Testify But Not Testifying:** None.