

HOUSE BILL REPORT

ESHB 1081

*As Passed House
March 15, 1991*

Title: An act relating to bicycle safety.

Brief Description: Implementing a bicycle safety program.

Sponsor(s): By House Committee on Transportation (originally sponsored by Representatives Morris, R. Fisher, Braddock, Winsley, Moyer, Paris, Day, G. Fisher, Prentice, H. Sommers, Cooper, R. Johnson, Rust, Dellwo, Pruitt, Phillips, Sprenkle, Riley, Wineberry, Basich, Jacobsen, Leonard, Roland, Bowman, Brekke, Orr, Appelwick and Anderson).

Brief History:

Reported by House Committee on:
Transportation, February 20, 1991, DPS;
House Second Reading, March 11, 1991;
Passed House, March 15, 1991, 76-22.

**HOUSE COMMITTEE ON
TRANSPORTATION**

Majority Report: *That Substitute House Bill No. 1081 be substituted therefor, and the substitute bill do pass.*
Signed by 15 members: Representatives R. Fisher, Chair; R. Meyers, Vice Chair; Cantwell; Cooper; Day; G. Fisher; Heavey; R. Johnson; Jones; Kremen; Nelson; Orr; Prentice; Prince; and Zellinsky.

Minority Report: *Do not pass.* Signed by 10 members: Representatives Betrozoff, Ranking Minority Member; Chandler, Assistant Ranking Minority Member; Brough; Forner; Horn; P. Johnson; Mitchell; Schmidt; Wilson; and Wood.

Staff: David Williams (786-7305).

Background: Bicycling is increasing in popularity as an alternative mode of transportation.

The Washington State Patrol's safety education section teaches bicycle safety as part of its safety education program.

The Department of Transportation (DOT) provides funding for bicycle paths and wider roadway shoulders by dedicating

three-tenths of one percent of all new construction project dollars. The DOT also provides staff support for the Washington State Bicycle Advisory Committee.

State law prohibits the wearing of headphones attached to any electronic device that blocks outside sounds to both ears while operating a motor vehicle.

Summary of Bill: A bicycle awareness program is created within the Washington State Patrol (WSP).

Bicycles are defined as vehicles, except for the provisions that relate to titling, registration and the selling of vehicles.

The Department of Transportation (DOT) is directed to adopt minimum pavement marking standards for the right edge of arterials in urbanized areas. These standards will be phased in over time and will allow local jurisdictions to deviate from the standard under special circumstances.

Headset use by bicycle riders and motor vehicle operators is prohibited.

A bicycle transportation program manager position is established within the DOT.

Fiscal Note: Available.

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

Testimony For: (Original bill) Equity in enforcement would be provided. Bicycle safety education will be improved. Day-to-day bicycle facility coordination and awareness would be considered when developing other transportation projects.

Testimony Against: (Original bill) There is a high cost to localities associated with removal of raised pavement markers. There is concern with the liability associated with maintaining visibility of edgestripes.

Witnesses: Diane Lister, Bicycle Federation of Washington; Stan Finkelstein, Association of Washington Cities (concerned with edgestriping language as written); Mike Dornfeld, City of Seattle; Vern Wagar, County Road Administration Board (also concerned with edgestriping language); Phil Miller, King County Road Share Program; Ilene Kasten, Washington State Injury Prevention Program/Department of Health; Susie Tracy, Washington State Medical Association and Washington State Ambulance Association; Steve Lind, Traffic Safety Commission (supports

the bicycle safety program); Cliff Mansfield, Department of Transportation (supports bicycle safety program); and Fritz Stout, Capital Bicycling Club.