

SENATE BILL REPORT

ESHB 1071

As of March 31, 2011

Title: An act relating to creating a complete streets grant program.

Brief Description: Creating a complete streets grant program.

Sponsors: House Committee on Transportation (originally sponsored by Representatives Moeller, Fitzgibbon and Frockt).

Brief History: Passed House: 2/28/11, 56-41.

Committee Activity: Transportation: 3/09/11.

SENATE COMMITTEE ON TRANSPORTATION

Staff: Amanda Cecil (786-7429)

Background: Within the Washington State Department of Transportation (WSDOT) there is a Highways and Local Programs division that, among other things, administers state and federal grants and pass through funds to local governments.

Summary of Bill: WSDOT is required to establish a Complete Streets Grant Program within the Highways and Local Programs division. The grant program encourages local governments to adopt ordinances to provide safe access to users.

The Complete Streets Grant Program Account is created in the state treasury.

WSDOT is required to consult with local jurisdictions prior to any design work when constructing or making major repairs to city streets that are part of a state highway.

Appropriation: None.

Fiscal Note: Available.

Committee/Commission/Task Force Created: No.

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

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.

Staff Summary of Public Testimony: PRO: Complete streets create stronger communities by increasing the options for moving people and goods on urban streets. Public rights-of-way should be safe and accessible to everyone in the public and complete streets ordinances support accessibility for all. Complete streets are safer, preserve local character, promote healthy communities, and help to improve the environment by incentivizing non-motorized transportation that reduces air pollution. In addition, the bill is one piece of an overall approach to reducing diseases (such as obesity), and encouraging physical activities such as walking and cycling. Furthermore, the bill would provide incentives for municipalities to adopt ordinances to be eligible for the funds and would strongly position Washington to compete for designated federal funds for complete street projects.

CON: This program while voluntary might be seen as a mandate and is part of a larger goal of creating cookie cutter designs for walkable communities that do not work everywhere. Sound engineering principles based on the Institute of Transportation Engineers, are international designs that do not work here and are not based on civil engineering standards.

Persons Testifying: PRO: Rondi Abrams-Caras, Cascade Bicycle Club; Jane Moore, WA Coalition Promoting Physical Activity and Childhood Obesity Preventions; Bob Duffy, Bicycle Alliance of WA; Doug Levy, WA Recreation and Park Assn., the cities of Everett and Renton; Carrie Dolwick, Transportation Choices Coalition; Allyson Brooks, Department of Archeology and Historic Preservation; Aaron Butters, WSDOT.

CON: Sharon Hanek, citizen.