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## Transportation Committee

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### HB 1772

**Brief Description:** Establishing shared streets.

**Sponsors:** Representatives Reed, Fitzgibbon, Berry, Parshley, Ramel, Nance and Pollet.

#### Brief Summary of Bill

- Authorizes local authorities to designate a non-arterial highway a "shared street," which is defined as a city street designated by placement of official traffic control devices where pedestrians, bicyclists, and vehicular traffic share a portion or all of the same street.
- Permits local authorities to establish maximum speed limits of 10 miles per hour on shared streets.
- Requires vehicular traffic traveling along a shared street to yield the right-of-way to a pedestrian, bicyclist, or operator of a micro-mobility device.
- Requires a bicyclist or micro-mobility device operator traveling along a shared street to yield the right-of-way to a pedestrian.

**Hearing Date:** 2/10/25

**Staff:** Jennifer Harris (786-7143).

#### Background:

Where sidewalks are provided and are accessible, it is unlawful for a pedestrian to walk or move on a roadway. Where sidewalks are not provided or are inaccessible, a pedestrian or personal delivery device may move along the shoulder of the roadway, facing traffic. When shoulders are not provided or are inaccessible, a pedestrian or personal delivery device may walk or move as

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near as is practicable to the outside edge of the roadway facing traffic, and when possible, move clear of the roadway when meeting an oncoming vehicle.

Every pedestrian and personal delivery device crossing a roadway at any point other than within a marked or unmarked crosswalk at an intersection is required to yield the right-of-way to all vehicles on the roadway. Pedestrians may not cross a roadway at any place other than a marked crosswalk between two adjacent intersections with operating traffic-control signals.

Every bicyclist operating a bicycle at a rate of speed less than the normal flow of traffic is required to ride as near to the right side of the right through lane as is safe, subject to certain exceptions. A person operating a bicycle on a roadway may use the shoulder of the roadway or a specifically designated bicycle lane.

The driver of a vehicle approaching a pedestrian or bicyclist who is traveling in the right lane of a roadway, or on the right-hand shoulder or bicycle lane of a roadway, must:

- move completely into a lane to the left of the right lane when it is safe to do so when on a roadway with two lanes or more moving in the direction of travel; and
- reduce the vehicle's speed and pass at a safe distance when there is sufficient room to the left of the pedestrian or bicyclist, when on a roadway with only one lane moving in the direction of travel.

Local authorities may establish a maximum speed limit of 20 miles per hour (mph) on a non-arterial highway when either an engineering and traffic investigation finds this to be a reasonable and safe maximum speed limit, or through the use of established procedures.

### **Summary of Bill:**

A local authority may designate a non-arterial highway to be a "shared street" if the local authority has developed procedures for establishing shared streets. "Shared street" is defined as a city street designated by placement of official traffic control devices where pedestrians, bicyclists, and vehicular traffic share a portion or all of the same street.

Local authorities may establish maximum speed limits of 10 mph on shared streets. Vehicular traffic traveling along a shared street is required to yield the right-of-way to a pedestrian, bicyclist, or operator of a micro-mobility device. A bicyclist or micro-mobility device operator must yield the right-of-way to a pedestrian on a shared street. Pedestrians and bicyclists are otherwise exempt from right-of-way rules applicable to roadways other than shared streets.

"Micro-mobility" device includes non-motorized and motorized foot scooters and electric personal assistive mobility devices (which are defined as a self-balancing device with one or two wheels that meets other specified criteria).

**Appropriation:** None.

**Fiscal Note:** Requested on February 4, 2025.

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