

SENATE BILL REPORT

SHB 1061

As Reported by Senate Committee On:
Transportation, April 8, 2025

Title: An act relating to providing additional parking flexibility in residential neighborhoods.

Brief Description: Providing additional parking flexibility in residential neighborhoods.

Sponsors: House Committee on Transportation (originally sponsored by Representatives Low and Jacobsen).

Brief History: Passed House: 3/3/25, 94-3.

Committee Activity: Transportation: 4/01/25, 4/08/25 [DP, DNP, w/oRec].

Brief Summary of Bill

- Authorizes cities and counties to allow residential property owners to park, or allow another to park, across the point of ingress or egress of the owner's driveway, subject to certain restrictions.

SENATE COMMITTEE ON TRANSPORTATION

Majority Report: Do pass.

Signed by Senators Lias, Chair; Lovick, Vice Chair; Ramos, Vice Chair; King, Ranking Member; Goehner, Assistant Ranking Member; Chapman, Christian, Cortes, Fortunato, Harris, Holy, Krishnadasan, MacEwen, Nobles, Shewmake and Wilson, J..

Minority Report: Do not pass.

Signed by Senators Lovelett and Valdez.

Minority Report: That it be referred without recommendation.

Signed by Senator Alvarado.

Staff: Brandon Popovac (786-7465)

This analysis was prepared by non-partisan legislative staff for the use of legislative members in their deliberations. This analysis is not part of the legislation nor does it constitute a statement of legislative intent.

Background: It is unlawful to stand or park a vehicle in front of a public or private driveway, or within five feet of the end of the curb radius leading to the public or private driveway, except when necessary to avoid conflict with other traffic, when in compliance with the law or the directions of a police officer or official traffic control device, or to momentarily pick up or discharge a passenger.

Summary of Bill: A city or county may, by ordinance or resolution, allow residential property owners to park, or allow another to park, across the point of ingress or egress of the owner's driveway, as long as the vehicle does not obstruct a sidewalk, another driveway, or the roadway, and the driveway is no longer than 50 feet.

Appropriation: None.

Fiscal Note: Available.

Creates Committee/Commission/Task Force that includes Legislative members: No.

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

Staff Summary of Public Testimony: PRO: In certain cities there have been a few problems with parking, as houses are being built closer and closer together. In some neighborhoods in every driveway, people are parking while blocking the sidewalk because there is not enough room between the garage and the sidewalk. Other parking issues exist when one side of the street does not allow parking due to necessary fire truck access. Stakeholders worked with the state fire marshal to make sure that the bill restricts the driveway to not more than 50-feet long so that a fire hose can reach the residence.

CON: The bill has a potential impact on emergency response. Street parking, if not carefully managed, can delay fire and EMS crews during life threatening emergencies. National standards exist to protect life and property based on decades of incident data. The need for more flexible parking options creates new challenges for fire engine access where a delayed response due to reduced access will result in slower treatment.

Persons Testifying: PRO: Representative Sam Low, Prime Sponsor; Brett Gailey, Mayor, City of Lake Stevens.

CON: Randy Haines, Fire Marshal - City of Olympia.

Persons Signed In To Testify But Not Testifying: No one.