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**HOUSE BILL 1405**

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**State of Washington**

**69th Legislature**

**2025 Regular Session**

**By** Representative Walsh

1 AN ACT Relating to reducing the requirements of complete streets  
2 obligations for transportation projects; and amending RCW 47.04.035.

3 BE IT ENACTED BY THE LEGISLATURE OF THE STATE OF WASHINGTON:

4 **Sec. 1.** RCW 47.04.035 and 2022 c 182 s 418 are each amended to  
5 read as follows:

6 (1) In order to improve the safety, mobility, and accessibility  
7 of state highways, it is the intent of the legislature that the  
8 department must incorporate the principles of complete streets with  
9 facilities that provide street access with all users in mind,  
10 including pedestrians, bicyclists, and public transportation users,  
11 notwithstanding the provisions of RCW 47.24.020 concerning  
12 responsibility beyond the curb of state rights-of-way. As such, state  
13 transportation construction projects, excluding chip seal, repairs,  
14 maintenance, or repaving projects, starting design on or after July  
15 1, 2022, and that are \$500,000 or more, must:

16 (a) Identify those locations on state rights-of-way that do not  
17 have a complete and Americans with disabilities act accessible  
18 sidewalk or shared-use path, that do not have bicycle facilities in  
19 the form of a bike lane or adjacent parallel trail or shared-use  
20 path, that have such facilities on a state route within a population  
21 center that has a posted speed in excess of 30 miles per hour and no

1 buffer or physical separation from vehicular traffic for pedestrians  
2 and bicyclists, and/or that have a design that hampers the ability of  
3 motorists to see a crossing pedestrian with sufficient time to stop  
4 given posted speed limits and roadway configuration;

5 (b) Consult with local jurisdictions to confirm existing and  
6 planned active transportation connections along or across the  
7 location; identification of connections to existing and planned  
8 public transportation services, ferry landings, commuter and  
9 passenger rail, and airports; the existing and planned facility  
10 type(s) within the local jurisdiction that connect to the location;  
11 and the potential use of speed management techniques to minimize  
12 crash exposure and severity;

13 (c) Adjust the speed limit to a lower speed with appropriate  
14 modifications to roadway design and operations to achieve the desired  
15 operating speed in those locations where this speed management  
16 approach aligns with local plans or ordinances, particularly in those  
17 contexts that present a higher possibility of serious injury or fatal  
18 crashes occurring based on land use context, observed crash data,  
19 crash potential, roadway characteristics that are likely to increase  
20 exposure, or a combination thereof, in keeping with a safe system  
21 approach and with the intention of ultimately eliminating serious and  
22 fatal crashes; and

23 (d) Plan, design, and construct facilities providing context-  
24 sensitive solutions that contribute to network connectivity and  
25 safety for pedestrians, bicyclists, and people accessing public  
26 transportation and other modal connections, such facilities to  
27 include Americans with disabilities act accessible sidewalks or  
28 shared-use paths, bicyclist facilities, and crossings as needed to  
29 integrate the state route into the local network.

30 (2) (a) ~~Projects ((undertaken for emergent work required to reopen~~  
31 ~~a state highway in the event of a natural disaster or other emergency~~  
32 ~~repair)) that are not required to comply with the provisions of this~~  
33 section:

34 (i) Work required to reopen a state highway in the event of a  
35 natural disaster, weather event, obstructions to travel, or other  
36 emergency repair;

37 (ii) Work to keep the system in a state of good repair that does  
38 not require expansion of the roadway, including chip sealing and  
39 pavement replacement projects.

1       (b) This subsection does not prohibit the department from  
2 selecting appropriate complete streets modifications for facilities  
3 as part of any of the projects in (a) (i) and (ii) of this subsection.

4       (3) Maintenance of facilities constructed under this provision  
5 shall be as provided under existing law.

6       (4) This section does not create a private right of action.

7       (5) The department is not required to conduct the analysis or  
8 incorporate facilities for pedestrians, bicyclists, or public  
9 transportation users in projects where such facilities do not  
10 currently exist for justifiable reasons, where there are safety  
11 concerns if such facilities were added that are not easily addressed,  
12 or where the additional cost to the project is unreasonable  
13 considering the project's goals and expected usage of the facility.

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