

**Chapter 35.75 RCW**  
**STREETS—BICYCLES—PATHS**

**Sections**

- 35.75.010 Authority to regulate and license bicycles—Penalties.
- 35.75.020 Use of bicycle paths for other purposes prohibited.
- 35.75.030 License fees authorized.
- 35.75.040 Rules regulating use of bicycle paths.
- 35.75.050 Bicycle road fund—Sources—Use.
- 35.75.060 Use of street and road funds for bicycle paths, lanes, routes and improvements authorized—Standards.

*Bicycle awareness program: RCW 43.43.390.*

*Bicycle transportation management program: RCW 47.04.190.*

*Pavement marking standards: RCW 47.36.280.*

*Rules of the road, bicycles: RCW 46.61.750 through 46.61.780.*

**RCW 35.75.010 Authority to regulate and license bicycles—Penalties.** Every city and town may by ordinance regulate and license the riding of bicycles and other similar vehicles upon or along the streets, alleys, highways, or other public grounds within its limits and may construct and maintain bicycle paths or roadways within or outside of and beyond its limits leading to or from the city or town. The city or town may provide by ordinance for reasonable fines and penalties for violation of the ordinance. [1965 c 7 § 35.75.010. Prior: (i) 1899 c 31 § 1; RRS § 9204. (ii) 1899 c 31 § 2; RRS § 9205.]

**RCW 35.75.020 Use of bicycle paths for other purposes prohibited.** It shall be unlawful for any person to lead, drive, ride, or propel any team, wagon, animal, or vehicle other than a bicycle, electric personal assistive mobility device, or similar vehicle upon and along any bicycle path constructed within or without the corporate limits of any city or town excepting at suitable crossings to be provided in the construction of such paths. Any person violating the provisions of this section shall be guilty of a misdemeanor. [2002 c 247 § 8; 1965 c 7 § 35.75.020. Prior: 1899 c 31 § 3; RRS § 9206.]

**Legislative review—2002 c 247:** See note following RCW 46.04.1695.

**RCW 35.75.030 License fees authorized.** Every city and town by ordinance may establish and collect reasonable license fees from all persons riding a bicycle or other similar vehicle within its respective corporate limits, and may enforce the payment thereof by reasonable fines and penalties. [1965 c 7 § 35.75.030. Prior: 1899 c 31 § 4; RRS § 9207.]

**RCW 35.75.040 Rules regulating use of bicycle paths.** The license fee to be paid and the rules regulating the riding of bicycles

or other similar vehicles within any city or town shall be fixed by ordinance, and the rules regulating the use of such bicycle paths or roadways constructed or maintained within its limits and the fines and penalties for the violation of such rules shall be fixed by ordinance. [1965 c 7 § 35.75.040. Prior: 1899 c 31 § 5; RRS § 9208.]

**RCW 35.75.050 Bicycle road fund—Sources—Use.** The city or town council shall by ordinance provide that the whole amount or any amount not less than seventy-five percent of all license fees, penalties or other moneys collected under the authority of this chapter shall be paid into and placed to the credit of a special fund to be known as the "bicycle road fund." The moneys in the bicycle road fund shall not be transferred to any other fund and shall be paid out for the sole purpose of building and maintaining bicycle paths and roadways authorized to be constructed and maintained by this chapter or for special police officers, bicycle tags, stationery and other expenses growing out of the regulating and licensing of the riding of bicycles and other vehicles and the construction, maintenance and regulation of the use of bicycle paths and roadways. [2007 c 218 § 69; 1965 c 7 § 35.75.050. Prior: 1899 c 31 § 6; RRS § 9209.]

**Intent—Finding—2007 c 218:** See note following RCW 41.08.020.

**RCW 35.75.060 Use of street and road funds for bicycle paths, lanes, routes and improvements authorized—Standards.** Any city or town may use any funds available for street or road construction, maintenance, or improvement for building, improving, and maintaining bicycle paths, lanes, roadways, and routes, and for improvements to make existing streets and roads more suitable and safe for bicycle traffic: PROVIDED, That any such paths, lanes, roadways, routes, or streets for which any such street or road funds are expended shall be suitable for bicycle transportation purposes and not solely for recreation purposes. Bicycle facilities constructed or modified after December 31, 2012, shall meet or exceed the standards adopted by the design standards committee under RCW 35.78.030. [2012 c 67 § 2; 1982 c 55 § 1; 1974 ex.s. c 141 § 10.]

**Intent—2012 c 67:** "It is the intent of the legislature that the Washington state department of transportation shall provide for the needs of drivers, public transportation vehicles and patrons, bicyclists, and pedestrians of all ages and abilities in all planning, programming, design, construction, reconstruction, retrofit, operations, and maintenance activities and products.

It is also the intent of the legislature that the department shall view all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in Washington and recognize bicycle, pedestrian, and transit modes as integral elements of the transportation system.

The increase in Washington's older adult population, which is up to forty percent of total population in some counties, increases the need for locally based transportation options and a statewide transportation system less reliant on the automobile.

Washington is committed to providing community-based options for individuals with disabilities who require access to a broader range of transportation options.

Washington believes the full integration of all modes in the design of streets and roadways will increase the capacity and efficiency of the road network, reduce traffic congestion, improve mobility options, and limit greenhouse gas emissions.

Washington believes regular walking and bicycling improves physical health, increases mental well-being, and helps reduce the risk of cardiovascular disease, Type 2 diabetes, some cancers, and other chronic diseases. Increased physical activity is also critical to combating the obesity crisis in Washington." [2012 c 67 § 1.]