_____

ENGROSSED SUBSTITUTE HOUSE BILL 1071
_____

State of Washington   **62nd Legislature**   **2011 Regular Session**

By   House Transportation (originally sponsored by Representatives Moeller, Fitzgibbon, and Frockt)

READ FIRST TIME 02/03/11.

1   AN ACT Relating to creating a complete streets grant program;
2 adding new sections to chapter 47.04 RCW; and creating a new section.

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

4   NEW SECTION. **Sec. 1.** Urban main streets should be designed to
5 provide safe access to all users, including bicyclists, pedestrians,
6 motorists, and public transportation users. Context sensitive design
7 and engineering principles allow for flexible solutions depending on a
8 community's needs, and result in many positive outcomes for cities and
9 towns, including improving the health and safety of a community. It is
10 the intent of the legislature to encourage street designs that safely
11 meet the needs of all users and also protect and preserve a community's
12 environment and character.

13   NEW SECTION. **Sec. 2.** A new section is added to chapter 47.04 RCW
14 to read as follows:
15   (1) The department shall establish a complete streets grant program
16 within the department's highways and local programs division, or its
17 successor. During program development, the department shall include,
18 at a minimum, local governments and other organizations or groups that

1 are interested in the complete streets grant program. The purpose of
2 the grant program is to encourage local governments to adopt urban
3 arterial retrofit street ordinances designed to provide safe access to
4 all users, including bicyclists, pedestrians, motorists, and public
5 transportation users, with the goals of:
6   (a) Promoting healthy communities by encouraging walking,
7 bicycling, and using public transportation;
8   (b) Improving safety by designing major arterials to include
9 features such as wider sidewalks, dedicated bicycle facilities,
10 medians, and pedestrian streetscape features, including trees where
11 appropriate.
12   (c) Protecting the environment and reducing congestion by providing
13 safe alternatives to single-occupancy driving; and
14   (d) Preserving community character by involving local citizens and
15 stakeholders to participate in planning and design decisions.
16   (2) For purposes of this section:
17   (a) "Eligible project" means (i) a local government street retrofit
18 project that includes the addition of, or significant repair to,
19 facilities that provide street access with all users in mind, including
20 pedestrians, bicyclists, and public transportation users; or (ii) a
21 retrofit project on city streets that are part of a state highway that
22 include the addition of, or significant repair to, facilities that
23 provide street access with all users in mind, including pedestrians,
24 bicyclists, and public transportation users.
25   (b) "Local government" means incorporated cities and towns that
26 have adopted a jurisdiction-wide complete streets ordinance that plans
27 for the needs of all users and is consistent with sound engineering
28 principles.
29   (c) "Sound engineering principles" means peer-reviewed, context
30 sensitive solutions guides, reports, and publications, including the
31 2006 urban design principles and guidelines developed by the institute
32 of transportation engineers, titled "Context Sensitive Solutions in
33 Designing Major Urban Thoroughfares for Walkable Communities," as each
34 exists on the effective date of this section or a subsequent date as
35 may be provided by the department by rule, consistent with the purposes
36 of this section.
37   (3) In carrying out the purposes of this section, the department

1 may award funding, subject to the availability of amounts appropriated
2 for this specific purpose, only to eligible projects that are designed
3 consistent with sound engineering principles.
4   (4) The department must report annually to the transportation
5 committees of the legislature on the status of any grant projects
6 funded by the program created under this section.

7   NEW SECTION. **Sec. 3.** A new section is added to chapter 47.04 RCW
8 to read as follows:
9   (1) The complete streets grant program account is created in the
10 state treasury. Moneys in the account may be spent only after
11 appropriation. Only the department may authorize expenditures from the
12 account. The department may use complete streets grant program funds
13 for city streets, and city streets that are part of a state highway.
14 Expenditures from the account may be used solely for the grants
15 provided under section 2 of this act.
16   (2) The department may solicit and receive gifts, grants, or
17 endowments from private and other sources that are made, in trust or
18 otherwise, for the use and benefit of the purposes of the complete
19 streets grant program as provided in section 2 of this act.

20   NEW SECTION. **Sec. 4.** A new section is added to chapter 47.04 RCW
21 to read as follows:
22   When constructing, retrofitting, or making major repairs to streets
23 described in RCW 47.24.010, the department must, for street projects
24 initially planned or scoped after July 1, 2011:
25   (1) Consult with local jurisdictions in the design and planning
26 phases. Consultation with local jurisdictions must include public
27 outreach and meetings with interested stakeholders in the predesign
28 phase for the purpose of clarifying community goals and priorities
29 through community design exercises prior to developing any designs or
30 visualizations; and
31   (2) Consider the needs of all users by applying context sensitive
32 design solutions consistent with peer-reviewed, context sensitive
33 solutions guides, reports, and publications, including the institute of
34 transportation engineers' 2006 principles and guidelines, titled
35 "Context Sensitive Solutions in Designing Major Urban Thoroughfares for

1 Walkable Communities," as each exists on the effective date of this
2 section or a subsequent date as may be provided by the department by
3 rule, consistent with the purposes of this section.

--- END ---