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**SUBSTITUTE HOUSE BILL 2911**

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**State of Washington**

**61st Legislature**

**2010 Regular Session**

**By** House Transportation (originally sponsored by Representatives Moeller, Takko, Ormsby, Morris, Nelson, Upthegrove, Lias, Williams, Simpson, Cody, Orwall, White, Morrell, and Kenney)

READ FIRST TIME 02/08/10.

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. The purpose of the grant program is to encourage local

1 governments to adopt urban arterial retrofit street ordinances designed  
2 to provide safe access to all users, including bicyclists, pedestrians,  
3 motorists, and public transportation users, with the goals of:

4 (a) Promoting healthy communities by encouraging walking,  
5 bicycling, and using public transportation;

6 (b) Improving safety by designing major arterials to include  
7 features such as wider sidewalks, dedicated bicycle facilities,  
8 medians, and pedestrian streetscape features, including trees where  
9 appropriate.

10 (c) Protecting the environment and reducing congestion by providing  
11 safe alternatives to single-occupancy driving; and

12 (d) Preserving community character by involving local citizens and  
13 stakeholders to participate in planning and design decisions.

14 (2) For purposes of this section:

15 (a) "Eligible project" means a local government street retrofit  
16 project that includes the addition of, or significant repair to,  
17 facilities that provide street access with all users in mind, including  
18 pedestrians, bicyclists, and public transportation users. If the local  
19 government is the lead applicant to the department, an eligible project  
20 may also include locations that are served by both a local government  
21 and a city or incorporated town that is less than twenty thousand in  
22 population that has adopted a jurisdiction-wide complete streets  
23 ordinance.

24 (b) "Local government" means incorporated cities and towns with  
25 populations of at least twenty thousand that have adopted a  
26 jurisdiction-wide complete streets ordinance that plans for the needs  
27 of all users and is consistent with sound engineering principles.

28 (c) "Sound engineering principles" means the 2006 urban design  
29 principles and guidelines developed by the institute of transportation  
30 engineers, titled "Context Sensitive Solutions in Designing Major Urban  
31 Thoroughfares for Walkable Communities," or subsequent updates to these  
32 principles and guidelines published by the institute.

33 (3) In carrying out the purposes of this section, the department  
34 may award funding, subject to the availability of amounts appropriated  
35 for this specific purpose, only to eligible projects that are designed  
36 consistent with sound engineering principles.

37 (4) The department must report annually to the transportation

1 committees of the legislature on the status of any grant projects  
2 funded by the program created under this section.

3 NEW SECTION. **Sec. 3.** A new section is added to chapter 47.04 RCW  
4 to read as follows:

5 (1) The complete streets grant program account is created in the  
6 state treasury. Moneys in the account may be spent only after  
7 appropriation. Only the department may authorize expenditures from the  
8 account. Expenditures from the account may be used solely for the  
9 grants provided under section 2 of this act.

10 (2) The department may solicit and receive gifts, grants, or  
11 endowments from private and other sources that are made, in trust or  
12 otherwise, for the use and benefit of the purposes of the complete  
13 streets grant program as provided in section 2 of this act.

14 NEW SECTION. **Sec. 4.** A new section is added to chapter 47.04 RCW  
15 to read as follows:

16 When constructing, retrofitting, or making major repairs to streets  
17 described in RCW 47.24.010, the department must, for street projects  
18 initially planned or scoped after July 1, 2010, and subject to a local  
19 funding contribution as determined by the department:

20 (1) Consult with local jurisdictions in the design and planning  
21 phases. Consultation with local jurisdictions must include public  
22 outreach and meetings with interested stakeholders in the predesign  
23 phase for the purpose of clarifying community goals and priorities  
24 through community design exercises prior to developing any designs or  
25 visualizations; and

26 (2) Consider the needs of all users by applying context sensitive  
27 design solutions consistent with the institute of transportation  
28 engineers' 2006 principles and guidelines, titled "Context Sensitive  
29 Solutions in Designing Major Urban Thoroughfares for Walkable  
30 Communities," or subsequent updates to these principles and guidelines  
31 published by the institute.

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