

ESHB 1071 - S COMM AMD  
By Committee on Transportation

ADOPTED 04/04/2011

1 Strike everything after the enacting clause and insert the  
2 following:

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

12 NEW SECTION. **Sec. 2.** A new section is added to chapter 47.04 RCW  
13 to read as follows:

14 (1) The department shall establish a complete streets grant program  
15 within the department's highways and local programs division, or its  
16 successor. During program development, the department shall include,  
17 at a minimum, the department of archaeology and historic preservation,  
18 local governments, and other organizations or groups that are  
19 interested in the complete streets grant program. The purpose of the  
20 grant program is to encourage local governments to adopt urban arterial  
21 retrofit street ordinances designed to provide safe access to all  
22 users, including bicyclists, pedestrians, motorists, and public  
23 transportation users, with the goals of:

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

26 (b) Improving safety by designing major arterials to include  
27 features such as wider sidewalks, dedicated bicycle facilities,  
28 medians, and pedestrian streetscape features, including trees where  
29 appropriate.

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

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

5 (2) For purposes of this section:

6 (a) "Eligible project" means (i) a local government street retrofit  
7 project that includes the addition of, or significant repair to,  
8 facilities that provide street access with all users in mind, including  
9 pedestrians, bicyclists, and public transportation users; or (ii) a  
10 retrofit project on city streets that are part of a state highway that  
11 include the addition of, or significant repair to, facilities that  
12 provide street access with all users in mind, including pedestrians,  
13 bicyclists, and public transportation users.

14 (b) "Local government" means incorporated cities and towns that  
15 have adopted a jurisdiction-wide complete streets ordinance that plans  
16 for the needs of all users and is consistent with sound engineering  
17 principles.

18 (c) "Sound engineering principles" means peer-reviewed, context  
19 sensitive solutions guides, reports, and publications, consistent with  
20 the purposes of this section.

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

25 (4) The department must report annually to the transportation  
26 committees of the legislature on the status of any grant projects  
27 funded by the program created under this section.

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

30 (1) The complete streets grant program account is created in the  
31 state treasury. Moneys in the account may be spent only after  
32 appropriation. Only the department may authorize expenditures from the  
33 account. The department may use complete streets grant program funds  
34 for city streets, and city streets that are part of a state highway.  
35 Expenditures from the account may be used solely for the grants  
36 provided under section 2 of this act.

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

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

7 When constructing, reconstructing, or making major improvements to  
8 streets described in RCW 47.24.010, the department must, for street  
9 projects initially planned or scoped after July 1, 2011:

10 (1) Consult with local jurisdictions in the design and planning  
11 phases. Consultation with local jurisdictions must include public  
12 outreach and meetings with interested stakeholders in the predesign  
13 phase for the purpose of clarifying community goals and priorities  
14 through community design exercises prior to developing any designs or  
15 visualizations; and

16 (2) Consider the needs of all users by applying context sensitive  
17 design solutions consistent with peer-reviewed, context sensitive  
18 solutions guides, reports, and publications, consistent with the  
19 purposes of this section."

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20 On page 1, beginning on line 2 of the title, strike the remainder  
21 of the title and insert "adding new sections to chapter 47.04 RCW; and  
22 creating a new section."

EFFECT: (1) Adds the Department of Archaeology and Historic  
Preservation to the list of entities that the Department of  
Transportation must include in the program development.

(2) Removes all references to the 2006 Urban Design Principles and Guidelines developed by the Institute of Transportation Engineers, titled "Context Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities."

(3) Modifies the requirement of the Department of Transportation to consult with local jurisdictions and apply complete street design standards when they are reconstructing or making major improvements as opposed to when they are retrofitting or making major repairs.

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