

POLICY FOR SAFE AND COMPLETE STREETS

Approved by the SRTC Board on September 13, 2012

Purpose

This Safe and Complete Streets Policy is written to incorporate the needs of all users into the design and construction of roadway projects funded through the Spokane Regional Transportation Council. Users include, but are not limited to, people of all ages and abilities who are motorists, pedestrians, bicyclists, transit and school bus riders, motorcyclists, freight providers, emergency responders and adjacent land users. This policy applies to projects funded through SRTC and new projects requested to be included in the TIP.

The Safe and Complete Streets concept is an initiative to design and build roads that adequately accommodate all users of the transportation system. This concept anticipates that appropriate features be included so that all modes of transportation can function safely and independently in current and future conditions. A Safe and Complete Streets Policy can be adapted to fit local community needs and used to direct future regional transportation planning. Such a policy should incorporate community values and qualities including environment, aesthetics, historic and natural resources as well as safety and mobility. This approach demands careful multi-modal evaluation for all transportation projects. This policy will act as a stand-alone policy until incorporated into the 2013 Metropolitan Transportation Plan.

Goals

1. To ensure that the regional decision-making process routinely considers the safety and convenience of all transportation users during planning and programming;
2. To maximize mobility and access to opportunities for all area residents;
3. To recognize the need for flexible Safe and Complete Street solutions to fit within the context(s) of communities in our diverse rural, suburban and urban region;
4. To create a comprehensive, integrated and connected transportation system that supports transportation choices and strengthens access to and use of transit;
5. To create attractive places that can make businesses more accessible and appealing and increase retail sales and commercial activity;
6. To encourage healthy, active living through walking, biking and transit use while reducing transportation system demand, mobile source emissions and vehicle miles travelled.

Policy Statement

SRTC encourages project sponsors to achieve a safe, balanced, affordable, multi-modal and equitable transportation system by implementing Safe and Complete Streets with context-sensitive solutions within our diverse urban, suburban and rural communities. Each project will be evaluated on a case-by-case basis.

SRTC encourages local jurisdictions to adopt and implement Safe and Complete Streets policies.

Applicability

The SRTC Safe and Complete Streets Policy shall apply to the following:

Call for Projects

Any roadway construction or reconstruction projects that will use federal funding through an SRTC Call for Projects including planning, design, right-of-way acquisition, construction or construction engineering.

Transportation Improvement Program (TIP)

Any programming activities conducted by SRTC for projects seeking inclusion in the Transportation Improvement Program after the adoption of the Safe and Complete Streets Policy.

Process

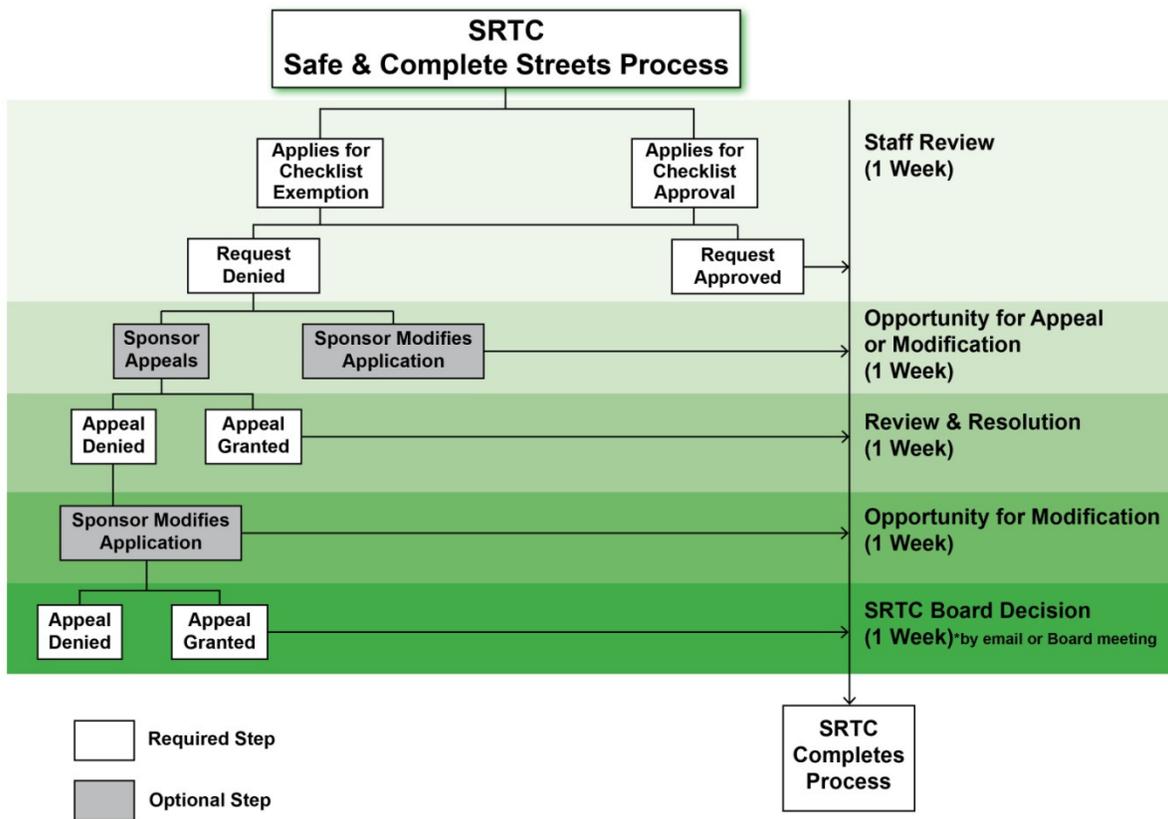
When SRTC issues a Call for Projects for roadway projects or a project with any funding source is to be programmed in the Transportation Improvement Program, the project sponsors will be required to complete the SRTC Safe and Complete Streets Checklist (see Attachment 1) to document how the needs of users were considered in the process of planning and/or designing the project for which the funds are requested. For projects that do not accommodate all users, project sponsors must document why the project is being proposed as designed. The answers to the checklist will determine if a project is exempt from this Safe and Complete Street Policy or regarded to be in compliance with this Policy and therefore be approved. If a project is neither approved nor exempt with this policy, the project will be determined incomplete or denied.

If certain information required in the checklist is not known at the time of the project submittal, the project sponsor shall provide general detail on the required submittal information, but shall state, "Specific information has not yet been determined." If the project is programmed into

the TIP, the project sponsor shall update SRTC as part of its regular reporting and participate in the checklist process once the necessary information is available. All TIP projects will be required at some point to complete a Safe and Complete Streets Checklist and be either approved or exempted from the checklist process or risk being removed from the TIP.

Project Review

SRTC will review the project checklist prior to being submitted to the TIP or a Call for Project Process. Roadway projects listed in the TIP and Call for Projects shall clearly be labeled that they meet the Safe and Complete Streets policy, by being approved or exempted. Conversely, if the project does not meet the intent of this policy, the project checklist could be denied. The process is outlined below. Final appeal decisions will be made by the SRTC Board.



Project Sponsor Reporting

Once a project is programmed into the adopted TIP the project sponsor shall submit written status reports to SRTC committees pursuant to the biannual project tracking process.

Project Description Changes

The project sponsor shall report to SRTC immediately if a significant change to the roadway project is warranted, especially in the case of any change affecting the project's accommodations for one group of users. SRTC will review the requested change(s) to the project and determine if the change(s) affects the intent as detailed by the approved project descriptions. If a roadway project is determined to no longer meet the intent of this policy, the SRTC Policy Board shall consider removing the project from the TIP until such time that the project is brought into compliance with the Complete Streets Policy or is exempted.

Evaluation

To assist with evaluation of this policy, SRTC will use performance measures to help encourage meaningful progress in the region. Performance measures will include, but not be limited to, miles of sidewalk and bicycle network added to the regional transportation system.

Implementation

1. Beginning with TIP and call for project applications submitted after adoption of this policy, project sponsors will adhere to this policy.
2. This policy will act as a stand-alone policy until it is incorporated into the 2013 Metropolitan Transportation Plan (MTP).