

SRTC SAFE AND COMPLETE STREETS POLICY

Effective January 1, 2013

PURPOSE

The purpose of the Safe and Complete Streets Policy is to incorporate the needs of all users into the design and construction of roadway projects programmed through the Spokane Regional Transportation Council (SRTC) Transportation Improvement Program (TIP). Transportation system users include people of all ages and abilities who are motorists, pedestrians, bicyclists, transit and school bus riders, or motorcyclists, as well as freight providers and emergency responders.

The Safe and Complete Streets Policy anticipates that appropriate facilities will be included so that all modes of transportation can function safely and independently in current and future conditions. The Safe and Complete Streets Policy can be adapted to fit local community needs and used to direct future regional transportation planning. The 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.

SRTC 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.

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.

APPLICABILITY

The SRTC Safe and Complete Streets Policy shall apply to all roadway construction and reconstruction projects (any phase) that are required to be included in SRTC's TIP.

Several project types are exempt from the policy and are not required to submit a Safe and Complete Streets Checklist, including:

- Roadway preservation,
- Intelligent Transportation Systems (ITS),
- Projects located on a facility that prohibits bicyclists or pedestrians AND transit does not operate on, nor is planned to, for the next 15 years,
- Non-motorized,
- Transit,
- Safety,
- Programs, and
- Planning studies.

PROCESS

Project sponsors will be required to complete the SRTC Safe and Complete Streets Checklist for all applicable projects (see above) submitted for inclusion in the SRTC TIP. This can occur: 1) as part of the annual TIP development process (due August 1), 2) through an amendment to add a new project to the TIP (monthly), or 3) during an SRTC Call for Projects (submitted with the application packet).

The Safe and Complete Streets Checklist documents how the needs of users were considered in the process of planning and/or designing the project. 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 in compliance with the Safe and Complete Streets Policy and therefore approved, or if it is incomplete, exempt, 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.

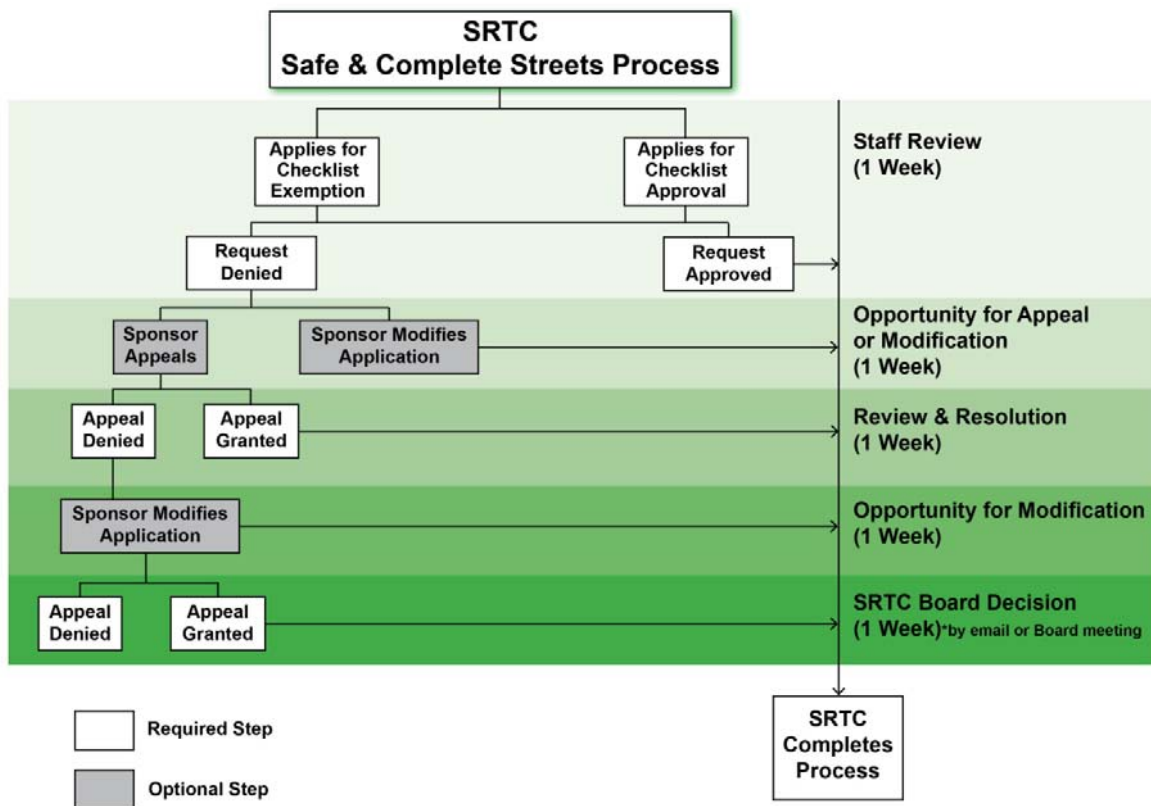
Scope Changes

The project sponsor shall report to SRTC immediately if a significant change to the roadway project is planned, 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 original 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 Safe and Complete Streets Policy or is exempted.

Project Review

SRTC staff will review the project checklist prior to the project being amended into the TIP or considered for funding through an SRTC Call for Projects (see Process, above). All projects will be noted as either meeting the Safe and Complete Streets Policy or being exempt. Conversely, if the project does not meet the intent of the policy, the project checklist could be denied.

The full project review process is outlined below. Final appeal decisions will be made by the SRTC Board.



POLICY 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.