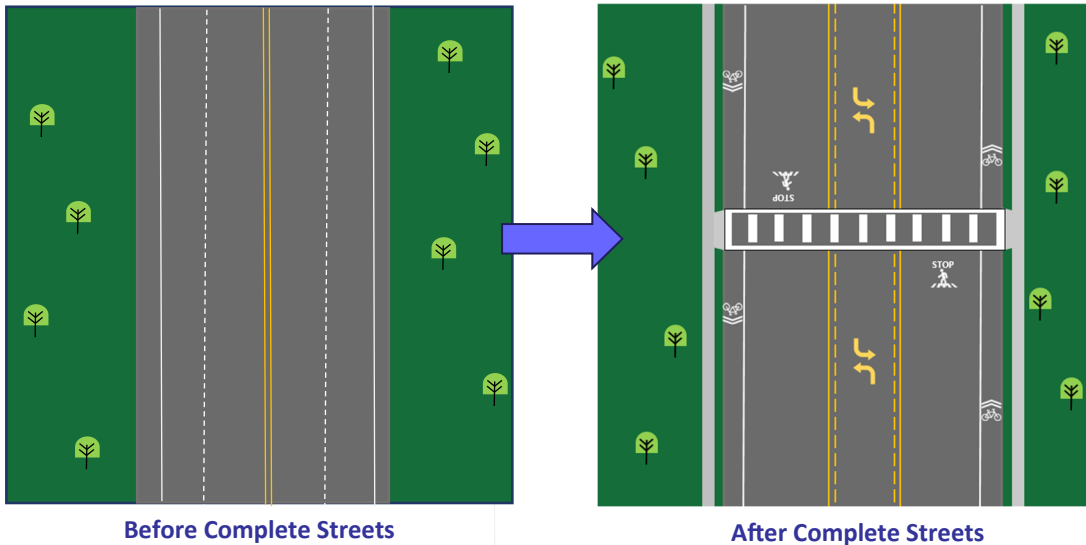


# COMPLETE STREETS

February 2023

## What are Complete Streets?

A Complete Street is safe, and feels safe, for *everyone* using the street.



Before Complete Streets

After Complete Streets

“Complete Streets is an approach to planning, designing and building streets that enables safe access for all users, including pedestrians, bicyclists, motorists and transit riders of all ages and abilities.” ~[Smart Growth America](#)

## Federal Perspective

The Infrastructure Investment and Jobs Act (IIJA), also known as the Bipartisan Infrastructure Law (BIL), Section 11206, defines *Complete Streets* standards or policies as those which “ensure the safe and adequate accommodation of all users of the transportation system, including pedestrians, bicyclists, public transportation users, children, older individuals, individuals with disabilities, motorists, and freight vehicles.

Building Complete Streets encompasses planning, designing, constructing, maintaining, and operating roadways and public rights-of-way, with all users in mind to make the transportation network safer. In practice, it is not always possible to accommodate all modes in a single street due to right-of-way constraints; so, a practical approach to Complete Streets also focuses broadly on building Complete Networks to provide connectivity for different modes of travel.



# Washington State Definition

## Goal — Creating a Safe, Connected Transportation Network

In 2022 the Washington State Legislature passed Senate Bill 5974, the Move Ahead WA package. It included a Complete Streets requirement added to RCW 47.24.060, which directs that “in order to improve the safety, mobility and accessibility of state highways, it is the intent of the Legislature that the department must incorporate the principles of complete streets with facilities that provide street access with all users in mind, including pedestrians, bicyclists and public transportation users” for “state transportation projects starting design on or after July 1, 2022 and that are \$500,000 or more.”

WSDOT provided direction that for all state transportation projects that started design on or after July 1, 2022, that had a cumulative budget for all phases (PE, RW and CN) of \$500,000 or more that are in incorporated cities, or in areas where active transportation network gaps have been identified in WSDOT (or local) plans, or overburdened communities exist unless there is a compelling reason not to implement, and as approved by the Region Administrator.

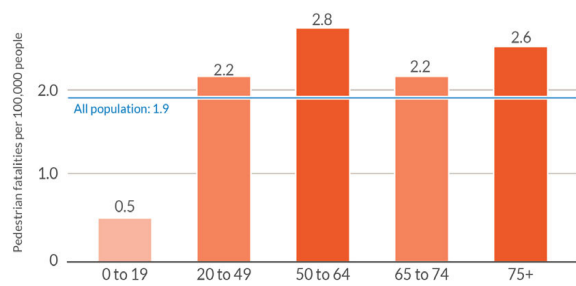
## Funding for Complete Streets

In 2016 the Transportation Improvement Board (TIB) created a Complete Streets Award program that provides funding for local governments that have an adopted complete streets ordinance. The TIB Board identifies nominating partners, who then nominate an agency for showing practice of planning and building streets to accommodate all users with access to transit, including pedestrians, cyclists, and motorists of all ages and abilities.

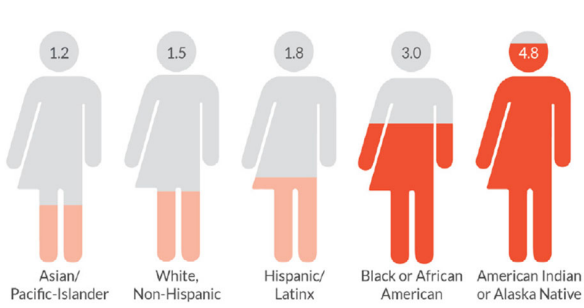
Local agencies that have adopted Complete Streets ordinances and are eligible for the program include the cities of Bingen, Battle Ground, Ridgefield, Vancouver, and White Salmon and Clark County. Both Clark County and the city of Vancouver have been successful in being nominated for, and receiving, grant awards through the program.



Pedestrian fatalities per 100,000 people by age (2016-2020)



Pedestrian deaths per 100,000 by race & ethnicity (2016-2020)



Graphs and photos by [Smart Growth America](https://www.smartgrowthamerica.com/)

## Federal Highway Administration



Currently both Sections 23 U.S.C. §134 and 23 U.S.C. §135 require “consideration of all modes of transportation” in statewide and metropolitan planning, but existing resources have not provided clear guidance on how to achieve connected networks that accommodate all modes and all users. FHWA is encouraging states and other recipients of the wide variety of discretionary and formula programs under the Bipartisan Infrastructure Law (BIL) to invest these funds to create a transportation network that is safe and accessible for all users and will be providing additional information in updated and new guidance and notices of funding opportunities.

An example of a network-related provision is Section 11133 in the new Bipartisan Infrastructure Law. This expands an existing provision to ensure that bridge deck replacements or rehabilitations provide safe accommodation

of bicycles and pedestrians if the project planning process determines that with current or planned future network accommodations, bicycle and pedestrian travel are allowed on both ends of the bridge, the accommodation will be safe for all users, and can be provided at a reasonable cost.

## Considerations for the RTP

The Bipartisan Infrastructure Law (BIL) creates new funding opportunities to support safety projects, requires states and MPOs to use a portion of their funding to develop and adopt Complete Streets policies, and brings safety for all users into clearer focus in the eligible uses for formula funding. Specifically, the BIL requires the MPO to use at least 2.5% of its PL funds on specified planning activities to increase safe and accessible options for multiple travel modes for people of all ages and abilities. An MPO may opt out of the set-aside requirement, with the approval of the Secretary, if the MPO has Complete Streets standards and policies in place and has developed an up-to-date Complete Streets prioritization plan that identifies a specific list of Complete Streets projects to improve the safety, mobility, or accessibility of a street.



Photos by [Smart Growth America](#)